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Hall, As Fraternal Delegate, Addresses Blackpool Session

AFL-CIO Backs U.S. Foreign Policy, British Trade Union Congress Hears

BLACKPOOL, Eng.—The AFL-CIO "most emphatically" supports the foreign policy of the United States including "our commitment in Viet Nam," AFL-CIO Vice President Paul Hall told the British Trades Union Congress here early this month.

Hall, president of the Seafarers International Union and AFL-CIO fraternal delegate to the annual TUC meeting, vigorously defended U.S. policies although, as he said, he was "keenly aware that the course of the U.S. in Southeast Asia is, to put it mildly, not fully supported here."

(The full text of SIU President Hall's remarks before the TUC is carried on the back page of this issue of the LOG.)

His fellow-fraternal delegate, Executive Vice President William J. Farson of the Newspaper Guild, reviewed domestic problems and progress the AFL-CIO has experienced in the past year and pointed to the beginnings of "new and dramatic activity" which he said could lead to significant change in the U.S. and in which organized labor is "very much involved."

Hall emphasized that the AFL-CIO is "absolutely dedicated" to the cause of peace with freedom, and specifically is for a peaceful settlement in Viet Nam.

"This is the settlement which the U.S. government has sought to bring about through negotiations," he emphasized.

"Your government, as co-chairman with the Soviet government of the Geneva Conference has made efforts to have it reconvened for the purpose of seeking a peaceful settlement of the present conflict. But these efforts were fruitless, because Moscow would not do a thing to get the problem to the conference table. We, like you, believe in negotiated settlements. But it takes two sides to negotiate."

Sabotage Attempted

Hall said he was "frankly bewildered" by claims that "Viet Cong terrorists represent the will" of the South Vietnamese. South Viet Nam leaders proposed the

election held Sept. 11, while the Communists tried to "sabotage" it, he pointed out.

Farson said that "thanks to organized labor's success in electing the right kind of people to office," the U.S. has "finally come around to putting some of the finishing touches" on the New Deal.

"And more than that, we have moved on to try to deal with some of the problems of a more recent change, he said. "There is resistance, of course. But throughout our history, the AFL-CIO has confronted the same sort of resistance—and overcome it—in our inevitable march toward social progress and economic justice. I am confident that we shall continue to do so."

Among the problems Farson

pointed up was price increases in the face of lowering unit labor costs in manufacturing.

"If we have any kind of inflation in the U.S. today, it is a profit inflation," he said. "And it means not only distortions in income distribution, but it has other serious consequences as well. The huge profits that have been flowing into the corporate coffers, when combined with the incentive for investment which our present tax laws provide, have resulted in excessive spending and investment for new plants.

"Over the past three years, investment spending has been growing twice as fast as the total output of the economy. This is an imbalance which cannot be permitted to continue."

Meany Hits Use of Filibuster To Block Rights, 14(b) Repeal

The 1966 civil rights bill was blocked by the same "shabby" filibuster tactics used to block repeal of Taft-Hartley's "right-to-work" Section 14(b), AFL-CIO President George Meany declared recently.

Meany, in pointing out the similarity between the filibuster tactics said that: "It is with sincere regret that I am forced to repeat the exact words that I used when the Senate, using the very same tactics, killed the bill to repeal Section 14(b). I said then, and I repeat now:

"The AFL-CIO is, of course, deeply disappointed that the democratic process in the Senate has been thwarted by the shabby parliamentary tactics of Senator Dirksen and a minority of senators."

The Senate dropped the House-passed civil rights bill as it had dropped the House-passed 14(b) repealer—after two cloture votes showed a majority in favor of bringing the legislation to a vote, but not the two-thirds required under Senate rules to shut off debate.

On the second cloture try, the official vote was 52-41. Including absent senators who were paired or whose positions were officially announced, the Senate division was 57-43 for ending the filibuster. On a party breakdown, 45 of the 67 Democrats supported cloture while 22 of the 34 Republicans followed Dirksen's lead in opposing consideration of the bill.

It was a Mississippi Democrat, Senator James O. Eastland, who pointed up another aspect of the filibuster battle.

Eastland issued a press statement declaring: "The old-time coalition of southern Democrats and Republicans were united and effective."

Looking ahead, Eastland went on to predict that it would not be long before "we can start the fight to repeal these vicious measures," referring to civil rights bills passed in recent years.

Civil rights supporters in both parties pledged a renewed drive for the legislation and AFL-CIO President George Meany ham-

pered home the 14(b) analogy in a speech to the Steelworkers convention.

Meany told the delegates that Dirksen has again "won a battle" by keeping the Senate from acting. Meany added: "But this does not mean that the war is lost. We will pass additional civil rights legislation in the years to come despite all that Mr. Dirksen can do, and we will pass the repeal of 14(b)."

SIU Fishermen, Cannery Workers Conference Held

SEATTLE—An SIUNA Fisherman and Cannery Workers conference was held on September 10, at Seattle, Washington. Representatives from SIUNA-affiliated fishermen's cannery workers' and industrial workers' unions attended the conference.

Included among the issues placed under discussion at the conference were safety regulations for Shoalwater Bay oyster workers and legislation pending in Congress for the establishment of a 12-mile fishing limit.

Lester Balinger, secretary-treasurer of the Cannery Workers and Fishermen's Union of San Diego, acted as chairman.

Other SIUNA unions represented were: Seafarers' International Union of North America; Alaska Fishermen's Union; United Industrial Workers Union of the Pacific; Atlantic Fishermen's Union, Boston; New Bedford Fishermen's Union; Inland Boatmen's Union; Cannery Workers and Fishermen's Union of Terminal Island; Seine and Line Fishermen's Union; Seafarers International Union, A&G District; Seafarers International Union, Canada.

Report of International President



by Paul Hall

It is a well-known rule of thumb that the majority party in Congress loses seats during non-presidential election years. About 40 lost seats has been the recognized average during past off-year elections.

A similar loss in this year's elections would be a serious blow to the goals of the American labor movement because it would mean a big loss of liberal voting congressmen and their replacement with conservatives.

In the House, for instance, 48 liberal Democratic freshman Representatives are fighting to retain their seats. It was the liberal voting record of these freshman Representatives that made possible passage of much of the Great Society legislation—including Medicare. It was their votes that made possible passage, at least by the House, of such important legislation as repeal of Taft-Hartley Section 14(b) and the controversial open housing section of the 1966 Civil Rights Act.

If these freshman Representatives had not been in the House for the last two years none of this important legislation would have had the slightest chance of passage. If a significant number of them lose their seats in the upcoming election there will be little chance of passing important social reform legislation for the next few years at least.

A similar situation exists in the Senate and in numerous state capitols. On the state level, the best example is the upcoming showdown in California between incumbent Democratic Governor Edmund (Pat) Brown and Conservative Republican challenger Ronald Reagan. Reagan is the representative for all the conservative, anti-labor forces in California and his election would be a setback for the legislative goals of the American labor movement.

The progressive, liberal voting records of many of the freshman congressmen now fighting to retain their seats has been a big factor in helping the American labor movement achieve its legislative goals in recent years. When a vote was called, they stood up to be counted on the side of long-overdue progressive social and economic legislation.

It is time now for the American voter to stand up and be counted by supporting these liberal legislators in voting booths across the nation this November. Every American working man and woman must, by exercising his ballot, reaffirm approval of the progressive position these men have taken in the past and return them to Congress so they can continue the important job that has just begun.

* * *

Despite the spectre of jammed to overflowing hospitals and national bankruptcy raised by the American Medical Association during its long and well-financed anti-Medicare campaign, Medicare is working well, is on a sound financial footing, and the nation's hospitals are not jammed with older citizens enjoying free but unnecessary medical care.

The only serious problem Medicare seems to be encountering is fee-gouging by many doctors. In many cases doctors have doubled their fees for people over 65 since Medicare is helping with the bills. Apparently they see nothing wrong with such a practice.

Private hospitals and nursing homes, on the other hand, are trying to cash in on Medicare in their own way. The Department of Health, Education and Welfare is presently studying proposals to use Medicare funds to help finance the expansion of private profit-making hospitals and nursing homes—favoring such facilities over public, non-profit facilities.

The AFL-CIO has stated its strong opposition to any such proposal. Profit-making operations should finance their own expansion out of profits or from borrowed capital, and not be allowed to dip into public funds for this purpose.

For a group that fought tooth and nail against aiding the nation's older citizens' medical needs, some members of the American medical community now seem to be growing very interested in how they can use Medicare money for their own purposes.

New Orleans Labor Day Ceremonies



SIU Vice-President Lindsey Williams, (left) welcomed Congressman Hale Boggs (D-La.) and New Orleans Mayor Victor Schiro (right) to the Labor Day ceremonies held at the SIU hall in New Orleans. Representatives of Gulf area labor and government were present.

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Nine More SIU Men Licensed As Engineers; Total Now at 94

The Engineers Training School, jointly sponsored by the SIU and District 2 of the Marine Engineers Beneficial Association has helped nine more Seafarers to pass U.S. Coast Guard examinations and obtain engineer officers licenses.

A total of 94 Seafarers have



Pilalis Welch

now received their engineer's license after passing the Coast Guard examinations.

Of the nine newly licensed SIU



Grennan Krcha

men, four received licenses as Third Assistant Engineers and five Seafarers obtained licenses as Second Assistant Engineers.

Seafarers who received their licenses as Third Assistant Engineers were:

Harry Pilalis, 23, who sailed as

SIU Fishermen's Strike Ties Up Gloucester Docks

GLoucester, Mass.—Members of the SIUNA-affiliated Atlantic Fishermen's Union have hit the bricks here in a dispute over a new contract, tying up the big commercial fishing vessels in the port. Some 400 fishermen are affected by the work stoppage.

AFU President James A. Ackert ordered picketlines set up on the city's piers after the Union and representatives of the Gloucester Boat Owners Association failed to reach agreement in talks with federal and state mediators.

A number of the fishing boats affected by the walkout were still at sea when the strike was called. The crews aboard these vessels will join the strike as soon as they reach home port, Ackert said.

The old contract expired May 1. Both sides agreed to an extension of the contract while issues were discussed. The Union is seeking a contribution of one-half of 1 percent of the gross stock for a pension fund for the Gloucester fishermen and the elimination of radar, sounding equipment and watch bill costs. It also asked for a ceiling on the amount the fishermen paid for the cost of oil used in the boats.

Ackert noted that the Union is only seeking benefits similar to those already negotiated in other major fishing ports such as Boston, New Bedford and New York City.

Federal mediator John Sullivan and state mediator David Grodsky participated in the stalemated Gloucester negotiations.

a fireman-watertender and oiler. Charles Welch, 45, who shipped as a fireman-watertender and oiler, and has been a member of the SIU for 21 years.



Vlachos Shaffer

Patrick J. Grennan, 52, who has shipped as a wiper and fireman, oiler and watertender.

Edward Krcha, 41, who has sailed as fireman-watertender and



Allen Bridges

oiler and has been a Seafarer for nine years.

The newly licensed Second Engineers are:

Jerry Vlachos, 34, a fireman, oiler, watertender and pumpman, who has been sailing SIU for several years.

Gerald Shaffer, 40, who shipped out as a fireman-watertender, oiler and pumpman, and has been a Seafarer for 22 years.

William S. Allen, 34, who has sailed as fireman-water tender and oiler has been with the SIU for 22 years.



Strickmann

Ira C. Bridges, 42, Seafarer for 23 years who sailed in the engine department, as fireman-watertender and oiler.

Udo Strickmann, 38, who sailed as a fireman - watertender and pumpman and has been a member of the SIU for four years.

The joint SIU-MEBA District 2 upgrading school offers Seafarers and Engineers qualified instruction in preparing for their Third Assistant Engineer, Temporary Third Assistant Engineer or Original Second Engineers licenses in either steam or motor vessel classifications.

Seafarers who enroll in the program are eligible to apply for any of the upgrading courses offered by the school if they are 19 years of age or older and have 18 months of Q.M.E.D. watch standing time in the engine department, plus six month's experience as wiper or equivalent.

Seafarers in the engine department who are interested in the program should obtain additional information and apply for the course at any SIU hall or write directly to SIU Headquarters at 675 Fourth Avenue, Brooklyn, New York, 11232. The telephone number is HYacinth 9-6600.

Slashing of '67 Maritime Budget Shows Need for Independent MA

WASHINGTON—The vital need for the establishment of an independent Maritime administration completely outside any other Government agency is spotlighted in recently-released testimony given at Federal hearings on the fiscal 1967 budget—in which maritime received a severe short-

be solved.

"We were hoping that this country would not fall into the same morass of error that mired the industry in between World Wars I and II, which cost us hundreds of millions of dollars to reactivate," he said.

Since the end of World War II he explained, various administrations and Congress were warned time and again of the importance of keeping up the nation's shipbuilding industry in case of any national emergency.

Pettis strongly urged that the committee, "in light of the serious shipping situation in Viet Nam and the build-up of the Russian merchant marine restore the \$45-50 million cut from the Maritime Administration budget." "We think," he said, "that the budget request for fiscal 1967 is most alarming. It is sadly inadequate to carry out the basic concept of the Merchant Marine Act of 1936—'Promote and further the advancement of the American Merchant Marine'."

Amendment Passed

Earlier this month the House voted on an amendment to the Transportation Department Bill, introduced by Representative Edward Garmatz, (D-Md.), head of the House Merchant Marine and

Fisheries Committee, which would exclude the Maritime Administration from being part of the proposed Transportation Department. The vote was 270-117 in favor of removing MARAD from the Transportation Department. Following this action, the House voted overwhelmingly by a margin of 336-42—to pass the amended Transportation Department Bill which had the Maritime Administration removed from it.

The House Merchant Marine and fisheries Committee has approved a bill to make MARAD an independent agency. The measure is expected to be considered by the House next month.

Strong support for an independent Maritime Administration came last July from the AFL-CIO Maritime Trades Department and Maritime Committee. The MTD also warned recently that the third-rate status "which gravely threatens the security of the nation, will continue if the Maritime Administration is permitted to be buried in another department, whether Transportation or Commerce."

A Senate operations subcommittee is now holding hearings on a Senate Transportation Bill which, as of now, includes the Maritime Administration lumped together with a number of other Federal agencies.

SIU-Contracted Companies to Man Twelve Newly-Reactivated Vessels

WASHINGTON—The Department of Defense has ordered 19 more ships broken out of the nation's stand-by fleet in order to meet the growing demands of the Viet Nam sealift. They include four Victories and 15 smaller, slower cargo ships.

This latest breakout is the first time that the Government has ordered slower war-built tonnage out of mothballs for use in the South East Asian crisis.

SIU-contracted companies are being allocated 12 of these vessels including the four Victories. The shipping companies are getting the ships under general agency agree-

ments with the Maritime Administration and will operate them for the Military Sea Transportation Service.

The 19 cargo ships are part of a projected 100 vessels that are being reactivated from the nation's mothball fleet within the next six months for use in Viet Nam. When these vessels are pulled out there will no longer be any of the larger World War II tonnage left in the Reserve Fleet, only 184 slower Liberties.

Victory ships are 10,000 deadweight ton vessels which can operate at an estimated 15-17 knots. The 15 smaller ships are C-1's, 9,137 deadweight ton vessels which have a maximum cruising speed of 14 knots.

The next group of Reserve fleet ships is scheduled to be withdrawn from the nation's reserve ship fleets in November and December.

Three out of the eight ships being broken out of the East Coast stand-by fleets will go to SIU-contracted companies and two out of four coming from Gulf Coast reserve fleets will be SIU-manned as well as all seven cargo ships being pulled out of West Coast mothball fleets.

Ten to 12 additional vessels will follow this initial group of 19 ships into active Viet Nam service every month until the 100 vessels are pulled out. To date 40 ships out of the 100 ships have been pulled from the Reserve fleets.

St. Lawrence Port Council Dinner



SIU Vice-President Earl Shepard addresses U.S. and Canadian labor representatives at the First Annual Dinner of the St. Lawrence and Tributaries Port Council, held recently in Montreal. Left to right are Shepard, Quebec Federation of Labour President Louis Loberge, and Dr. Denoit Deshaies of the Popular Medical Polyclinic.

Six Additional Seafarer Veterans Join Growing Union Pension Roster



Orencio Walter Cardoso Byrne Arcediano Blahnik

The names of six more Seafarers have been added to the growing list of men now receiving union pensions. The newcomers to the SIU pension ranks include Vincent Orencio, Frank Walter, Noe Cardoso, Brian Byrne, Andrew Blahnik, and Anthony Arcediano.

Orencio was born in the Philippines and joined the SIU in the port of New York. He sailed in the Steward department. A resident of San Francisco, Orencio last shipped on the Overseas Rose.

Walter joined the union in the port of Baltimore, where he resides with his wife, Virginia. Born in New York City, he was a member of the Deck department.

Cardoso sailed in the Engine department. Born in Portugal, he joined the SIU in New York. He and his wife, Maria, are residents of Marcus Hook, Pa.

Blahnik joined the union in the port of Detroit. He was born in Nadeaw, Mich., and now resides in Frankfort, Mich., with his wife, Grace. Blahnik sailed as AB.

Arcediano was born in Italy and joined the union in the port of New York. He makes his home in Hoboken, N.J., with his wife, Anna. Arcediano sailed in the Deck department and was last employed by Erie Lackawanna Railroad.

Byrne joined the union in the port of Chicago. A deckhand and oiler on tugboats, he was employed by the Great Lakes Towing Company. Byrne lives in Chicago with his wife, Madge.

ard delegate Del Cruz. They brought in a very clean ship.

The Pacific Coast

by Frank Drozak, West Coast Representative



Governor Edmund G. "Pat" Brown won a resounding and unanimous endorsement for re-election from the more than 500 AFL-CIO delegates participating in the pre-general convention of the Labor Council on Political Education (COPE), the political arm of California's AFL-CIO, in San Francisco last week. Governor Brown is running against reactionary (recently turned "moderate") Ronald Reagan.

San Francisco

Shipping in the Port of San Francisco continues to be active and there are plenty of jobs open for AB's, oilers, FWT's, electricians, cooks and bakers.

Ships that paid off and signed on crews during the past two weeks include the **Bowling Green**, **Citadel Victory**, **Transwestern**, **Elizabethport**, **Meridian Victory**, **Robin Sherwood**, **Steel Traveler**, **Columbia** and the **Longview Victory**.

Ships in transit were the **Steel Worker**, **Steel Architect**, **Panama**, **Penmar**, **Marymar**, and the **Overseas Rose**.

Ralph Fitzpatrick is looking for the next BR job that hits the board. He just stepped off the **Wild Ranger** after a three-month trip around the Central Pacific area.

Seattle

Shipping is brisk here with plenty of jobs for rated men. Ships which have paid off and signed on during this recent period include the **Mankato Victory**, **Warm Springs**, **Mauldin Victory**, **Ridgefield Victory**, **Beloit Victory**, **Fairport**, **Overseas Rose**, and the **Norberto Capay**.

Wesley (Chris) Christianson is cutting short his vacation due to an active shipping picture. Meanwhile, he is trying to hook a fish big enough to brag about.

Wilmington

Shipping in Wilmington has slowed down somewhat, but the outlook for the near future indicates that activity will pick up again shortly. Despite the slack, Wilmington has plenty of jobs open for rated men in all departments.

During the last couple of weeks the **Fairport**, **Marymar**, **Wingless Victory**, **Steel Seafarer**, and the **Hercules Victory** were in transit. There were no pay offs or sign ons, however. The **Hercules Vic-**

tory had been scheduled to pay off in Wilmington but she headed for the East Coast with all but two or her men staying aboard. Congratulations to C. E. Mosley, deck delegate J. Fancutt, engine delegate Frank Gustav, and stew-

Administration Urges Senate Adopt New International Load Line Rules

President Johnson is urging the Senate to accept the new cargo ship load line standards that have been drawn up by the International Convention of Load Lines in London this Spring.

The Convention, which was signed by the United States on April 5, establishes new uniform rules concerning the limits to which ships on international voyages may be loaded. The purpose of the meeting was to amend the load line limits in view of modern ship construction and new techniques in loading and unloading vessels.

Pending favorable action by the Senate, the load line, known as the Plimsoll Line, will be raised for this first time in 36 years on tankers, ore carriers and bulk carriers of more than 328 feet length. Dry cargo freighters will also be allowed to raise their Plimsoll line levels if they are fitted with watertight hatch covers.

President Johnson said that "since 1930 when the existing Load Line Convention was signed there have been significant changes and improvements in ship design and a general increase in the size of ships. In many cases deeper loading of ships cannot be safely permitted."

"The new convention," he added, "should bring improvements in safety of ships as well as in the economics of shipping. I therefore recommend that the Senate give it early and favorable consideration."

Before the new agreement becomes binding for the United States, it follows a traditional procedure for international agree-

ments. The agreement, after it is tentatively signed by the delegate to the convention is sent to the State Department where the Secretary of State personally signs the text. Then the agreement is sent to the White House with various recommendations.

The President next offers the Senate the treaty with his approval for what is termed "advice and consent" which is really a vote on the issue. The Senate holds hearings on the bill and normally, following the President's wishes, approves the measure. After the Senate votes its approval, the agreement is returned to the President who signs it and officially ratifies the agreement. The House of Representatives is in no way involved in the proceedings.

The Plimsoll Mark or line is named for Samuel Plimsoll, an English reformer who took great interest in the welfare of seamen. He was particularly appalled by the then common practice among British shipowners to send overloaded vessels to sea in the hope that they would founder and heavy insurance fees could be collected.

As a member of Parliament from 1868-80, Plimsoll vigorously pursued legislation limiting the loading of ships. As a result the load line was required to be marked on every vessel showing the depth to which ships could be legally loaded.

The Atlantic Coast



by Earl (Bull) Shepard, Vice-President, Atlantic Coast Area

In spite of the continual downgrading of maritime by many U. S. government officials, the importance of shipborne commerce to the U. S. economy was pointed out recently in a study released by the Maritime Administration. The study shows that U. S. shipborne commerce contributes more than \$15 billion annually to the American economy. It further shows that almost 6 percent of the nation's workers make their living from employment which, in one way or another, depends on the nation's import-export trade—virtually all of which moves by ship. Those inside and outside of government who take every opportunity to downgrade the importance of the American maritime industry should read this report carefully and give serious thought to its meaning before continuing their undermining of such a vital portion of our national economy.

New York

Shipping continues to be good here and the prospects are bright for the season. Dave Manzanet just returned from Vietnam on the **Rachel V.** Following pay off in San Francisco, Dave plans to stay home for a couple of weeks before shipping out again.

A. R. Colom just stepped off the **Azalea City** for a vacation. He says he will be ready to travel again in two weeks. Oldtimer John Hummel dropped by the hall to talk with old friends. John Gallagher says he's ready to ship again and is looking for a steel ship.

Baltimore

Shipping from here has been fair for the past two weeks and the outlook for the next two weeks is good. The **Alamar**, **Losmar**, and **Trustco** are laid up, while the **Ohio** and the **Bethflor** have arrived in the last two weeks. The **Bethflor** should crew up in the next ten days, but there is no report as yet on the crewing of the others. During the two week period, we paid off four ships, signed on three, and had nine others in transit.



Manzanet



Gallagher

John Eddins, a member of the deck department for about 20 years, just paid off the **Alcoa Trader**. He reports that the crew and officers were the best, and says he feels that the SIU welfare and vacation plan is the best in the industry. John now plans to take it easy for awhile before shipping out again.

Philadelphia

Shipping has been good here the last two weeks. Edwin (Hound Dog) Davis, who sails in the deck department, says he is ready to take the first coal ship that comes along. Hound Dog, an SIU man for the past 19 years, last shipped out on the **Globe Carrier**.

Robert Duff, who works in the steward department, is enjoying a few weeks at home, and says he will be ready to go soon.

Steve Homka, an old hand in the deck department, is vacationing at home with his family.

Norfolk

Shipping here has been very

good, and the outlook for the future is excellent. Robert King, who last shipped out on the **Globe Carrier** as an AB, was recently declared fit for duty and is now waiting to go again. He's been a member of the SIU for about 19 years.

Another 19-year man, Clarence E. Cornelius, who ships as an AB, is ready to hit the deck again after enjoying the summer at home. Clarence last shipped on the **Commander**.

Boston

Shipping has been fair this period and is expected to be good during the next two weeks. Twenty-year SIU man Peter Choplinski, who sails as dayman, is waiting for the first job put on the board. Pete last shipped on the **C-S Norfolk**.

Another man off the **C-S Norfolk**, Leo Gallagher, who sails as an AB, is ready and willing to ship out. He's been with the SIU more than 22 years.

Puerto Rico

The new federal Minimum Wage Law will take effect in Puerto Rico on April 2, 1967, and should aid the Island's economy by putting more money in circulation through increased buying power for many workers here.

Walter Stovall, quartermaster aboard the **Seatrain New York**, dropped in at the hall recently, as he always does when he hits port, to see the many friends he has made on the Island during his many years at sea. After several months on the **San Juan**, Oliver Flynn says his short break is over and he's looking for an inter-coastal run.

SIU Seeks Talks On Safety Rules For Synthetic Ship Lines

NEW YORK—SIU Safety Director Joe Algina has requested a meeting with the Marine Safety Division of the U. S. Coast Guard to discuss the use of synthetic lines aboard ship.

The meeting was requested because of recent evidence that the increasing use of these synthetic lines aboard American-flag vessels has produced a serious safety problem for SIU crewmembers—particularly in the deck department.

Two characteristics of synthetic line that post the most serious safety problems are their relatively greater strength when compared with natural fiber lines and their elasticity.

The relatively greater strength of synthetic lines can be a serious safety hazard, particularly when they are used in conjunction with natural fiber lines of relatively lesser strength.

This hazard is compounded by the high elasticity of synthetic lines, because if they part under strain they tend to whip back with great force and, depending on the length of the parted section, can kill or injure seamen working even in "safe" areas of the vessel far from the point of initial danger.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



A team of eleven Turkish trade union officials visiting the United States paid a call at the New Orleans Hall recently and took a complete tour of the union's facilities. The team was composed of trade union officials who represented Turkish construction workers, cement workers, tobacco workers, wood workers, journalists, irrigation workers and seamen.

The purpose of the trip was to observe the operation of the U.S. trade union movement.

New Orleans

After a long trip on the *Alice Brown* as night cook and baker, **Leon Franklin** left the ship reluctantly because she wasn't returning to New Orleans. Franklin had just returned from Viet Nam and was anxious to spend a little time with his family. Now he says he's ready and willing to go again in any group one steward department job.

Henry "Smokey" Schreiner has recently completed two runs to Viet Nam on two different ships. Smokey was steward on the *Coe Victory* and the *Oceanic Tide*. He left his last ship ailing and is spending time recuperating before his next voyage.

Pensioner Alexander "Jumping Daddy" Martin is living the easy life. Jumping Daddy was down at the hall renewing old friendships and making new ones. His last ship was the *Alcoa Partner*. Seafarer **Ray Vaughn** is showing fellow seafarers around the hall his crutch-walking skill. An unfortunate accident has left Brother Vaughn without the full use of his legs for the time being. But Ray still seems to spark along.



Vaughn

Frank Radzvilla is heading for vacationland after sailing for many months on the *Globe Progress*. He hopes to soak up some of the late summer sun before sailing again.

Mobile

Roy B. Evans bosun on the *Hastings* for nine months, is now relaxing with the family at his Mobile homestead. Evans feels he'll be ready for another deck

dept. slot in about two weeks. Electrician **Charles W. Howard** has been shipping as an engineer. No longer though. Howard discovered that he is allergic to oil and oil fumes. From now on its back to electrician slots for him. Seafarer **Harvey M. Lee** last on the *Cities Service Bradford Islands*, is currently registered in group one steward department and is scanning the board for the "right" job.

Lawrence L. Maples is an enthusiastic supporter of the inter-coastal run. He recently piled off the *Oakland* and is busy telling everyone who will listen about the virtues of inter-coastal runs. After leaving the *Overseas Joyce*, **Evie E. Kinman** rushed home to his Grove Hill, Alabama home for a well-earned rest. Kinman has been shipping with the SIU out of the Gulf area for over twenty years. Seafarer **Charles L. Shirah**, last shipped out on the supertanker *Ocean Pioneer*. Steward department member Shirah makes his home in Mobile with his wife and family.



Kinman

Mike Cuellar is looking for an engine room slot on a coast-wise run. Cuellar just finished a six month trip and will wait a couple of weeks before shipping again.

Houston

Delegates to the SOLAS Convention in 1960 felt that the centerline shifting board was unnecessary and they voted to eliminate it from future SOLAS requirements.

Garmatz Raps '67 Maritime Budget As 'Most Inadequate' In Many Years

WASHINGTON—Alarmed at what he calls "the most inadequate (Maritime) budget proposal submitted to the Congress in many years," House Merchant Marine Committee Chairman Edward A. Garmatz (D-Md.) has appealed to a subcommittee of the House Appropriations Committee for more shipping subsidy funds than have been asked for by the Administration.

The Administration has requested \$85 million for construction subsidies, enough to build only about 9 vessels, and has asked for \$175 million for operating-differential subsidies for fiscal 1967. The construction subsidy request covers the building of even less ships than the 1966

budget, which called for—a 13 new vessel figure that Garmatz considers also highly inadequate for the nation's needs.

The House Merchant Marine Committee Chairman again pointed out that the U.S. is about 100 ships behind in the declared program for replacement of our subsidized liner fleet. In addition, he noted that nothing is being done about the replacement of our

ageing bulk carrier fleet "which is nevertheless being called upon extensively to support the military effort in Vietnam."

He further pointed out that because so much of the inadequate U.S.-flag merchant fleet has become engaged in supporting the Vietnam war effort, our commercial trade is suffering. "As our commercial trade suffers, so does our balance of payments."

"Our maritime industry should be a major and vibrant part of our economy," he told the subcommittee. "If properly promoted, the merchant marine could by itself overcome our adverse balance of international payments."

Representative Garmatz also called last week for passage of more stringent safety regulations for foreign-flag passenger ships calling at U.S. ports.

Pointing to the recent fire aboard the German-flag passenger ship *Hanseatic* at her New York Harbor berth, he predicted that had the fire occurred at sea there would have been another *Yarmouth Castle* disaster.

Backing up this claim, he noted that being in port at the time of the fire permitted the prompt evacuation of those aboard the ship and made available some forty-five pieces of shoreside fire-fighting equipment and three fire-boats—vastly more than the ship's own equipment.

Studies Seek New Safety Standard For Ships Carrying Grain Cargoes

Scientific studies by the National Cargo Bureau and the United States Coast Guard might result in a new standard of safety for grain carriers which will reduce the dangers of vessels capsizing during heavy weather because of shifting cargoes.

Since the Safety of Life at Sea Convention (SOLAS) adopted new regulations in 1960 for the loading of grain ships, there have been four grain ship sinkings during heavy weather in which 73 seamen lost their lives. The new SOLAS safety regulations eliminated the old rule calling for the establishment of centerline bulkheads in and below feeders in hatches where full cargoes of grain had been loaded, and ships carried grain without them.

Centerline boards such as these have always been aboard grain ships since the ancients transported grain in order to prevent grain shifting when the ship rolled or pitched during a storm. The cost to install such boards on modern merchant ships is a dollar a square foot. These boards, it is felt, help keep the grain from shifting from the port side to starboard during the working of the vessel.

Two years after the SOLAS convention maritime representatives began questioning the abandonment of the rule. U.S. representatives at the Intergovernmental Maritime Consultative Organization argued at that time that the SOLAS rules pertaining to grain cargoes were not that safe.

The Coast Guard and the National Cargo Bureau, a non-profit organization that certifies the safe stowage of freight and clears cargo ship gear, then began to study the problem.

They used a specially-built plexiglass model of a ship's cargo hold which was loaded with 3/4 tons of grain and began shifting the centerboard in different positions. Each position was studied while the ship model was put into various angles and tilted to simulate conditions in heavy seas.

The Coast Guard also queried some 300 grain ships to find out how grain settled during their voyages. The result showed that the amount of settling varied directly with the amount of rough weather encountered. If the voy-

age was made in a flat calm there was no grain settling.

With the plexiglass model the Coast Guard and the NCB could watch the shift of the wheat and observe the various voids as they occurred. Data gleaned from the tests and other findings is now being evaluated with the help of Coast Guard computers in Washington so it can be determined which board is most beneficial.

The last test of the effectiveness of the center boards, the Coast Guard said, will be made when the data from the plexiglass model will be used in a conventional dry cargo ship carrying grain.

SIU Lakes District Announces Results of Election of Officers

DETROIT—The results of the SIU Great Lakes District Election have been announced by the district's Committee on Election.

Fred J. Farnen was re-elected Secretary-Treasurer for a two-year term and Roy Boudreau as Assistant Secretary-Treasurer.

Also elected for two-year terms were Stanley Wares, Buffalo Port Agent; Frank "Scottie" Aubusson, Chicago Agent; Donald Bensman, Duluth Agent and Floyd R. Hammer, Lake Michigan Carferry Agent.

The election results were tallied up by the Committee on Elections. Serving on the Committee on Elections were Vern Rattering, Harry Buccilli and John Stevens. This committee was elected at a special membership meeting held in the Port of Detroit September 9.

A report on all election nominations was concurred in at ports holding regular Great Lakes District Membership meetings on July 18. In determining the eligibility of the candidates, a Credentials Committee elected on July 5 checked the seniority, shipping records and the welfare plan records as well as the union records. The Credentials Committee was made up of Vern Rattering, Joseph Arnold and Joseph Salisbury.

After the candidates were checked out by the Credentials Committee, nomination notices and elections notices were sent out to all members at their last known

address, utilizing the union's records. Notices were also sent out to all SIU-contracted vessels in the Lakes District and to union halls for posting.

Polling took place at union halls in Duluth, Chicago, Frankfort, Alpena, Cleveland, Detroit and Buffalo as well as aboard all SIU-contracted Great Lakes vessels. Only members in good standing who had full books and presented them were allowed to vote.

Money Due

Texas City Refining, Inc., is holding checks for unclaimed wages for the following men who are to contact the company direct at P. O. Box 1271, Texas City, Texas, giving their Social Security number, "Z" number and instructions regarding payment.

- Allen, William S.
- Bailey, Elmer E.
- Boggan, Sigmere E.
- Corry, William R.
- Funk, John E.
- Galloway, Avery B.
- Gorman, Edward G.
- Mackey, Donald E.
- River, Jose A.
- Winberg, Robert W.
- Wright, Theodore H.

Turkish Unionists Visit New Orleans SIU



Turkish trade unionists on a 12-week tour of the United States paid a visit to the New Orleans SIU hall recently. Representing a broad spectrum of Turkish labor, they are touring the U.S. under sponsorship of the Agency for International Development. Left to right above are interpreter Ozdemir Duranoglu; Ahmet Karahan of the Turkish Seamen's Union; Cemal Ozgen of the Petroleum Workers; interpreter H. Cingi; and SIU New Orleans port agent Buck Stephens.

The Great Lakes

Shipping in Detroit remains at an all time high and we have plenty of jobs for rated men.

The MEBA has announced that a correspondence course in Marine Engineering will be mailed to engineers and unlicensed engine department personnel who apply for admission to the District 2, Safety and Education Plan's new Great Lakes School of Marine Engineering. Ed Pierce, director of the school, said that study kits are now completed and will be forwarded to applicants so they can prepare for classes in January, 1967. The study kit includes typical examination questions similar to those asked by the U. S. Coast Guard when a member writes for a license. All SIU members employed on vessels that are under contract to MEBA District 2 are eligible.

The Interstate Commerce Commission has granted the New York Central Railroad a new rate of \$2.20 a ton where coal would be shipped direct from Sunny Hill to Essexville by unit trains. This new rate, if allowed, would mean a loss of 2.5 million tons of coal normally shipped by water transportation. The Maritime Trades Department and other maritime interests have filed formal complaints with the Interstate Commerce Commission over this new rate.

The old SIU contracted passenger steamer Canadiana, that sailed for years as an excursion boat from Buffalo to Crystal Beach, Ontario, has been towed to Eastlake, Ohio, where she is to be converted into a floating nightclub and restaurant. The

three-deck, 210 foot long vessel also sailed out of Toledo as a sight-seeing boat until it crashed in 1958. The Canadiana was under SIU contract for more than twenty years.

We were, indeed, happy to see the Maritime Administration excluded from the proposed Department of Transportation Bill when voted on recently by members of the House of Representatives.

SIU members on lakes vessels that wrote and sent telegrams to Washington urging support of the Garmatz Amendment played an important role in the outcome of the House vote.

With the navigation season more than six months gone, many observers are predicting a late closing this year. Since the demand for ore is holding up well, some fleets expect to keep running late in December, providing they get a break in the weather. Last season, mild temperatures throughout the lakes allowed many vessels to sail later than usual.

The Boilermaker's Local 58 and the Machinists' Local 105 voted down the latest company offer and it looks like the shipyard strike in Lorain and Toledo will continue for some time.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From Sept. 9 to Sept. 22, 1966

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	8	1	5	1	2	24	3
New York	105	35	33	22	23	319	92
Philadelphia	10	5	6	6	5	30	12
Baltimore	45	15	11	8	8	152	35
Norfolk	5	3	5	3	3	25	12
Jacksonville	11	6	13	8	12	15	2
Tampa	9	4	5	1	2	13	5
Mobile	49	15	15	7	1	87	19
New Orleans	54	30	46	26	16	155	57
Houston	40	29	20	14	5	138	48
Wilmington	5	6	8	2	20	14	3
San Francisco	32	19	21	6	25	56	1
Seattle	17	6	9	4	21	36	4
Totals	390	174	197	108	148	1,064	293

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	6	1	2	0	3	10	2
New York	62	44	31	32	49	184	76
Philadelphia	7	5	6	6	2	19	6
Baltimore	27	14	12	6	9	74	33
Norfolk	4	2	2	2	3	26	9
Jacksonville	4	4	7	3	9	2	4
Tampa	6	3	5	7	5	3	7
Mobile	24	14	18	10	11	41	13
New Orleans	48	29	40	25	20	84	45
Houston	33	24	19	21	9	152	50
Wilmington	7	5	5	3	17	10	2
San Francisco	39	15	18	10	33	28	1
Seattle	8	8	5	5	22	18	3
Totals	275	168	170	130	192	651	251

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	2	1	1	2	9	6
New York	71	23	34	10	29	170	37
Philadelphia	11	6	4	2	4	20	14
Baltimore	23	13	14	5	10	75	28
Norfolk	5	7	4	4	0	13	26
Jacksonville	5	6	6	3	11	6	3
Tampa	4	2	5	0	0	3	4
Mobile	27	5	10	3	6	57	9
New Orleans	35	32	45	22	15	104	73
Houston	23	20	14	9	2	74	44
Wilmington	10	2	5	2	11	15	1
San Francisco	31	12	13	8	32	26	1
Seattle	12	5	11	4	14	20	1
Totals	260	135	171	73	136	592	246

THE INQUIRING SEAFARER

QUESTION: What is the most unusual cargo you have ever carried?

Howard Campbell: I was on a ship, the Morning Light that had a Finnish-made sailing ship purchased by some guy in the states. We took her to Long Beach from Hong Kong and kept her on deck because it was too big to fit in the cargo hold. We were told it cost \$25,000.



James Elliott: I was on the Young America coming back from Vietnam to Seattle. We were carrying a pet Falcon that had been purchased by the Captain somewhere in Asia. I'll tell you, those birds are not the friendliest pets in the world.



Norm Wroton: The Ocean Evelyn carried a cargo of Nike-Ajax missiles once, but the atomic warheads weren't activated, of course. They were kept in separate holds for extra safety. We took about 55 of them to Formosa for the Nationalist Chinese.



Ed Kaznowski: The Robin Adair once carried a shipment of gold from Capetown to New York. I've sailed on ships that have carried all types of cargo, but from what I was told, we had over a million dollars worth of gold on the ship. I guess that's the closest I'll ever get to that kind of money.



Frank Rodriguez: I've been on several ships that carried horses and cows. We frequently take them to Puerto Rico. It presents some problems since some of the crewmembers have to take care of the animals and feed them, not to mention the problems when the animals give birth.



Harry Kaufman: I remember about ten years ago, I was sailing on a Steel ship and we were asked by the Indonesian Government to transport a cargo of Russian jeeps from one end of the island to the other. In fact, I wrote a little article about it that was published in the LOG.



U.S. Ocean Trade Pours \$15 Billion Into Economy Yearly, Study Shows

Shipborne export and import traffic through the 117 major U.S. ports pumps more than \$15 billion into the American economy each year and provides more than four million jobs in direct export and import-related industries, according to a recent study by the Maritime Administration.

The study totally dispels the myth that the nation's ocean ports are of major economic importance only to the nearby community, a MARAD spokesman told a recent convention of the American Association of Port Authorities.

About 3.1 million Americans make their livings in direct export and export-related industries, and some 2.5 million of these workers are in the 28 maritime states, the study showed. It also pointed out however, that nearly six out of every hundred workers in the nation make their living on farms and in factories that depend on exports for their operation and in 35 of the continental states more than 5 percent of the total state employment depends on exports.

"Even in a land locked state like Arkansas, for example, 14 out of every 100 workers hold jobs dependent on our export trade. Mississippi has nearly as many. Texas, South Carolina, Washington, Alabama, Arizona, Georgia, Montana, North Dakota each have more than 7 percent of the workers employed in such industries."

About 13 percent of total farm jobs are directly related to export

trade and almost 5 percent of total private non-farm employment. This comes to about 950,000 farm workers and about 1.4 million workers in manufacturing.

Our import trade, on the other hand, provides employment for an estimated 941,000 Americans.

Ocean and Great Lakes ports naturally benefit the most directly from the export-import trade. One ton of general cargo can mean between \$16 and \$20 in direct revenue to a port community. In

1963 U.S. port cities earned about \$5.3 million from waterfront cargoes.

New York is about the best example of the importance of waterborne cargoes to a community. Port of New York jobs employ at least 430,000 people with an annual payroll of \$2.1 billion. Each of these jobs generates additional jobs until it is estimated that the port supports one out of every four people who live in the district.

SIU WELFARE, VACATION PLANS

July 1 - July 31, 1966

	Number of Benefits	Amount Paid
Hospital Benefits	5,024	\$ 52,134.77
Death Benefits	23	62,000.00
Disability Benefits	890	133,500.00
Maternity Benefits	34	6,800.00
Dependent Benefits	396	79,715.17
Optical Benefits	502	7,523.83
Out-Patient Benefits	3,245	25,935.00
SUMMARY	10,114	367,608.77
Vacation Benefits	1,538	637,877.38
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD	11,652	\$1,005,486.15

AFL-CIO Raps Profit Grab Endangering Medicare Plan

Higher medicare payments to profit-making nursing homes and hospitals would be unjustified and could inflate the cost of the entire medicare program, AFL-CIO President George Meany warned recently.

Meany wrote Health, Education & Welfare Secretary John W. Gardner that labor opposes revising the medicare reimbursement formula so as to favor profit-making institutions over public and non-profit facilities.

A proposal to include part of the cost of capital expansion in payment to nursing homes and hospitals is under study by the department.

"A profit-making hospital or nursing home should, like any other profit-making institution, finance growth and development out of profits and borrowed capital," Meany said, "and not expect the medicare program to finance its capital requirements."

Meany cautioned Gardner that an unnecessarily high payment to health institutions could raise the costs of medicare above estimates, "require additional increases in the social security tax and delay much-needed improvements in the medicare program."

The AFL-CIO president agreed that "there is a need for greater funds to modernize and construct more of these facilities." But he said that "this worthwhile goal should be accomplished through other programs."

Meany suggested "as a first step" the "rapid expansion of the Hill-Burton program as well as additional federal legislation to assist in the modernization and construction of public and nonprofit hospitals and nursing homes."

Commenting that "the greatest single barrier to adequate health care is cost," Meany said that if there is any revision of the reimbursement formula in favor of profit-making institutions, "it should have a minimum impact on the cost structure of the program."

The AFL-CIO has endorsed legislation to encourage states to keep records of on-the-job exposure of workers to radiation and to meet federal standards for workmen's compensation coverage of radiation-caused ailments.

Legislative Director Andrew J. Biemiller testified before the Congressional Joint Committee on Atomic Energy in general support of Administration proposals. But he urged that the bill be strengthened by making certain provisions mandatory rather than permissive. Biemiller's testimony was in line with unanimous recommendations of the Atomic Energy Commission's Labor-Management Advisory Committee.

The proposed legislation would allow the AEC to allocate funds to states to help them set up a uniform system of record-keeping for workers in occupations involving exposure to dangerous radiation.

This, Biemiller noted, would accomplish a threefold purpose:

- It would greatly assist research on the relationship between "chronic low-level doses of radiation" and ailments which are suspected of being caused or aggravated by radiation.
- It would lead to more effective safeguards against exposure of workers to radiation.
- It would improve adjudication of workmen's compensation cases.

The Administration bill specifies that standards set by the Atomic Energy Commission as a condition for grants to the states "may" include requirements for workmen's compensation coverage.

Biemiller argued that "this leaves entirely too much latitude to the commission." He urged that workmen's compensation standards be made mandatory by changing the word "may" to "shall."

He also urged that a time limit be set for states receiving grants to comply fully with federal standards.

LABOR ROUND-UP

Gerald A. Brown has been appointed to his second five-year term on the National Labor Relations Board by President Johnson. The President has made the appointment despite the protests of the United States Chamber of Commerce who had complained that Brown was "too pro-union." The nomination was approved by the Senate in a routine voice-vote.

The City Council of Oak Ridge, Tennessee has urged the trustees of Oak Ridge Hospital to bargain with Building Services Local 150T which represents 200 Hospital workers. The Union has been on strike since July 9 but hospital officials said that it would not recognize the union as employee representatives. The hospital trustees as long ago as 1958 promised their workers that if employees voted for union representation they would recognize the union and bargain with it. The employees voted to be represented by Local 150T a few months back.

The California Federation of Labor has blasted the McDonald's

hamburger stand chain as "non-union and anti-union" in a resolution passed at their recent state convention. The Federation pledged to support 18 locals of the Hotel, Restaurant Employees Union who are trying to organize the chain.

Musicians union members working in network TV and radio have ratified an agreement between the AFM and the three major networks by better than a 2-1 margin. The new pact provides for a wage increase, improved vacations and working conditions and other benefits.

The Hotel and Restaurant Employees have broken through employer opposition and won a consent election to represent Sheraton-Oklahoma workers in Oklahoma City, after a two-and-a-half year fight. During the campaign the union struck for five months in support of a union member who had been discharged illegally. The employee won \$6,000 in back pay after the issue was processed as an unfair labor practice.

"How're We Doing?"



Uncle Sam Rides the Wrong Ships

The ugly facts that point up the United States' loss of strength as a major maritime nation continue to pile up. The picture is such that the question looms large as to whether this nation will be able much longer to lay claim to its status as one of the world's major maritime nations. Every day in every way our position becomes weaker and weaker.

The facts revealed in the Sun Oil Company's 24th annual survey of world tank ship fleets simply adds more fuel to the charge that while our government is asleep foreign nations are doing everything they can to expand their shipping operations. Their fleets are getting bigger, while ours continues to shrink. The sorry picture of U. S. tankers in relation to those of other nations is graphically presented in the spread in the center of this issue of the SEAFARERS LOG.

Although it is the largest user of petroleum in the world, the U. S. ignores the need for policies to assure the maintenance of an adequate American-flag tanker fleet. In fact, while it gives no assistance to the privately-owned U. S.-flag tanker fleet, it virtually encourages the use of runaway registries by American operators. One company alone, Standard Oil of New Jersey, operates 43 of its tankers under the Panamanian flag. Yet it continues to enjoy many forms of government assistance and allowances in its oil operations.

The facts about government apathy, indifference and hostility to American-flag shipping have been with us a long time. Only lately have they been getting across to the American people. If we keep punching away, maybe the condition can be corrected.

A Setback for Truth-In-Packaging

The American consumer suffered a setback recently when the labor-backed "Truth In Packaging" bill, which has already been passed by Senate, was passed by the House Commerce Committee in a much diluted form.

The bill as passed by the Senate by a 71-9 vote in June, gave authority to the government to regulate the variety of weights and measures in which food and most items found on supermarket shelves could be packaged. The Government would intervene if the manufacturers couldn't agree on voluntary standards.

The House Commerce Committee amended the Senate Bill to authorize only voluntary standards. In the absence of industry

agreement, the Secretary of Commerce would have to seek specific authority from Congress to set standards.

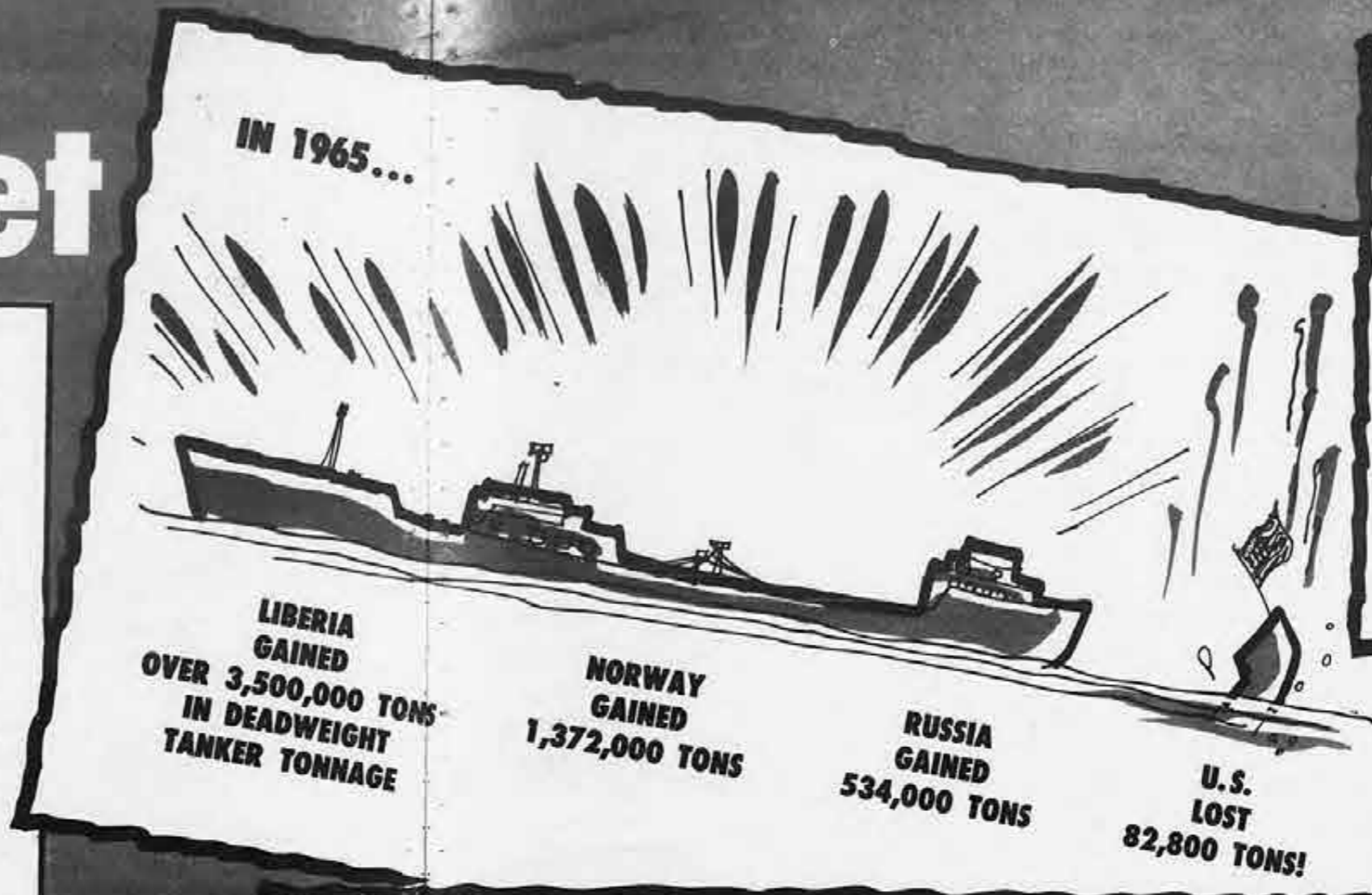
The Truth-In-Packaging Bill was designed to help the consumer get a fair shake in the marketplace by placing some standards on the confusing mixture of packages, weights and sizes presently used by manufacturers to make it impossible for the shopper to tell whether she is getting fair value for her money in the goods she buys.

The American labor movement will continue and increase pressure for passage of strong "Truth In Packaging" legislation until the consumer is finally assured of getting a fair amount of goods for his hard-earned dollars.

The U.S. Tanker Fleet SINKING... SINKING...

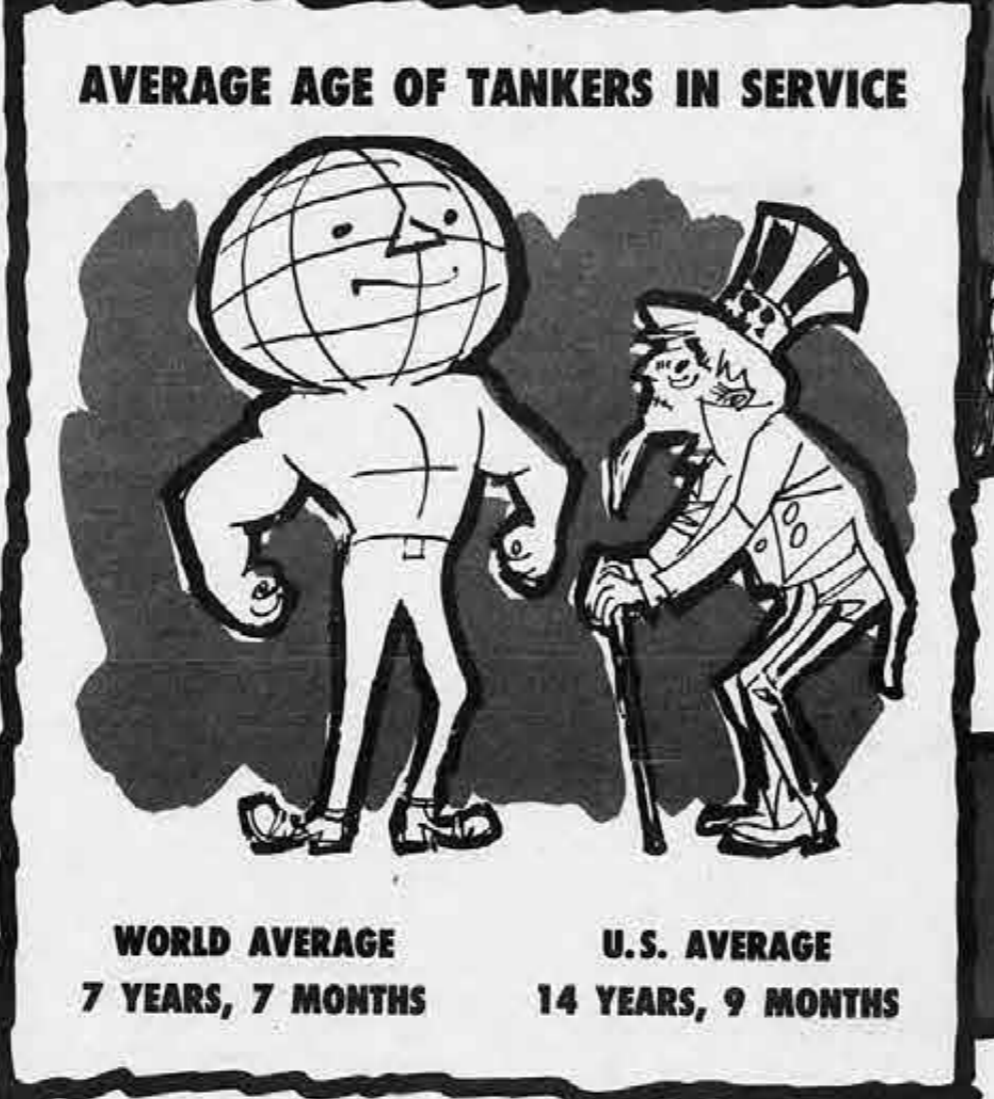
THE condition of American-flag shipping continues to become more desperate with each passing year. The victim of government apathy and hostility, U. S. shipping sinks lower and lower, while foreign-flag operations are expanding steadily. No segment of the American industry is immune. The state of the U. S. tanker operations is particularly alarming, as is revealed in the recently-released "Analysis of World Tank Ship Fleet, December 31, 1965," the 24th such study prepared by the Sun Oil Company.

Nowhere in the analysis is there a single bright spot insofar as U. S. tanker shipping is concerned. Last year, for example, more American tankers were scrapped than those of any other nation. The graphic illustrations on these pages paint a vivid picture of the state of American shipping affairs.



TANKER TONNAGE

LIBERIA	20,228,900 TONS
NORWAY	13,934,900 TONS
UNITED KINGDOM	11,886,400 TONS
UNITED STATES	8,733,500 TONS



TANKERS UNDER CONSTRUCTION... IN 1965

USSR	NORWAY	LIBERIA	JAPAN	UNITED KINGDOM	FRANCE	ITALY	SWEDEN	DENMARK	W. GERMANY	U.S.
116	68	29	28	19	12	11	8	9	7	1





SIU patrolman Luke Le Blanc, second from right, checks the overtime sheets while Seafarers John Savoca and Jim Kennedy (seated) and Seafarer Harry Luckey look on.



Clinton Overstreet sailed as pantryman during the recent trip.



Patrolman Tom Gould, right, gets good reports from ship's delegate Vance Reid of Engine department.



Seafarer Carl Trulleman didn't have to wait long for patrolman Le Blanc to check over OT sheets.



Alan Bell keeps up with the latest shipping news in LOG.



Among the Seafarers waiting for their payoff were: Vance Reid, Alley Hassett, Paul Bates and William Seidenstricken. Bates, who was the third mate, is a former Seafarer.

SIU-Manned Sea Pioneer Rescues Full Crew of Sinking Greek Ship

MIAMI—A dramatic rescue by the crew of the SIU-manned Sea Pioneer (Sea Tankers) last July saved the lives of 28 Greek seamen—the entire crew of the foundering Greek freighter Elias Dayfas II.

The rescue operation was made in the middle of the night on July 4 when the 422-foot, 7,000 deadweight-ton Greek freighter sent out an urgent distress call reporting that it was sinking in calm seas in the Yucatan Channel between Cuba and Mexico. The radio operator aboard the sinking ship, according to the Coast Guard, said that the vessel was going under because of a flood of water in its engine room.

Soon after the distress call, the vessel's radio transmitter was put on an automatic distress signal indicating that the ship had been abandoned by its crew.

Diverted Course

The Sea Pioneer, which was in a nearby position, diverted course to aid the stricken ship. It arrived on the scene and rescued 20 Greek sailors who were in lifeboats by their listing vessel. The captain remained aboard the ship and seven Greek crewmen stood by in a lifeboat waiting to go to

the captain's aid in case he needed them to aid in saving the ship.

The Sea Pioneer radioed the Coast Guard in Miami that there were no injuries among the crew of the Greek freighter. The listing ship was then taken under tow and the Sea Pioneer proceeded to the Panama Canal.

The Elias Dayfas II soon began crew rescued the Greek freighter's captain and the remaining seven crewmen. The Elias Dayfas, which had been going to South Viet Nam with a 9,500-ton cargo of flour, then slowly sank.

The Greek crewmen were warmly received by the crew of the Sea Pioneer who offered dry

clothing and shared their quarters with the unfortunate seamen. The listing very dangerously. The master of the Sea Pioneer ordered the tow lines cut and the tanker's steward's department, did a really fine job of providing extra chow for the crewmembers of the stricken vessel.

The Sea Pioneer proceeded slowly to the Panama Canal, where the Greek crewmen debarked. The tanker proceeded to Yokohama, discharged its cargo and sailed for the Persian Gulf to load oil. The ship is now scheduled to carry a cargo of oil to South Viet Nam and Yokohama before returning to the States.

FINAL DEPARTURES

John J. Harty, Jr., 43: Lung cancer claimed the life of Brother Harty, Jan. 21, 1965, at the Brighton Marine Hospital, Boston. He was a member of the SIU for 22 years and joined the union in the port of Mobile, Ala. Born in Massachusetts, he resided in Revere, Mass. Harty sailed in the Steward department as a cook. His last vessel was the Del Norte. Burial was in Holy Cross Cemetery, Malden, Mass.



Nicholas Mark, 57: Brother Mark died, Aug. 26, in Queens, N. Y., after an accident. He was born in New York City and lived in Queens. Mark sailed in the deck department and his last vessel was the Transglobe. He joined the SIU in the port of New York. Mark sailed as a bosun.



John Pryor, 65: Brother Pryor died in Salisbury, Md., July 15, from a cerebral hemorrhage. He was retired at the time of death. Pryor sailed as a tankerman for the Interstate Oil Transport Co. Born in Salisbury, he joined the SIU



in the port of Philadelphia. Surviving is his brother, Orville, of Salisbury. Burial was in Union Church Cemetery, Wilcomico County, Md.

Hughy Hodges, 40: Brother Hodges died of accidental drowning, May 10, near Oscar, La. He was a resident of Baton Rouge, La. Brother Hodges was born in La., and joined the union in New York. A member of the Deck department,



Hodges sailed as an AB. He was a veteran of the U.S. Marines. He is survived by his brother, John of Baton Rouge. Burial was in Resthaven Gardens, Baton Rouge.

Joel Huber, 40: Brother Huber died in Hawaii, June 2, after he was struck by a car while a pedestrian. Huber was born in San Antonio, Texas and resided in Portland, Ore. He joined the union in the port of Galveston, Texas and sailed in the Deck department. His last vessel was the Transbay. Huber was a veteran of the Army. He was cremated at the Windward Crematory, Honolulu.



First Pension Check



Thomas Hudgins, right, receives his first pension check from SIU Norfolk rep. Richard Avery, Jr. A member of Deck department, Hudgins worked on tugs 32 years.

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn, N. Y. 11232

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SIU Lifeboat Class No. 160 Sets Sail



Recent graduates of SIU Lifeboat Class No. 160 pose for photographer following graduating ceremonies. The newest addition to the ranks of lifeboat ticket holders who have completed courses at the Harry Lundeberg School of Seamanship in New York includes (seated, l-r): Charles Koch, Michael Gaasbeck, S. Robert Pereira and Bill Johnson. Standing (l-r) are: George Scholander, Lloyd Kayser, Ed Woods and lifeboat class instructor, Arni Bjornsson.

SIU ARRIVALS

Deborah Morris, born April 17, 1966, to the C. Morris, Rogers City, Mich.

John Jones, born June 6, 1966, to the James C. Jones, Franklinton, La.

Margretta Loper, born July 11, 1966, to the C. Lopers, Mobile, Ala.

Matthew Timmons, born July 18, 1966, to the F. Timmons Tacoma, Washington.

Rodney Wilcox, born June 25, 1966, to the Gerald Wilcox Sault St. Marie, Mich.

Michele Diane Eldridge, born July 2, 1966, to the Nathan Eldridges, Mobile, Ala.

Richard Johnson, born July 8, 1966, to the Charles Johnsons San Francisco, Calif.

Beth Ann Reilly, born June 30, 1966, to the T. Reillys, Belleville, N. J.

Rebecca Ellen Arellano, born July 4, 1966, to the Jorge Arellanos, New Orleans, La.

Denise Yvonne Query, born June, 1966, to the Leo F. Querys, Chesapeake, Va.

Paul Angelo Cachola, born July 12, 1966, to the William Cacholas, Baltimore, Maryland.

Oren Dowd, born August 30, 1966, to the Oren Dowds, Chickasaw, Alabama.

Sharron Lee Buxton, born January 14, 1964, to the Vernon Buxtons, Orange, Texas.

John Schultz, born December 24, 1965, to the Henry E. Schultz, Bronx, New York.

Norma Iris De Jesus, born September 4, 1966, to the Guillermo De Jesus, Dorado, Puerto Rico.

June Marie Wilkinson, born August 2, 1966, to the Sheldon Wilkinsons, Duluth, Minnesota.

William Preston Hall, born October 29, 1965, to the Howard W. Halls, Laurel, Delaware.

Regina Locklear, born July 26, 1966, to the Maurice W. Locklears, Baltimore, Maryland.

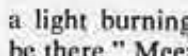
Frank Edward Folks, born August 2, 1966, to the Frank Folks, Orange, Texas.

Jorge Soto, born July 12, 1966, to the Jorge C. Sotos, Brooklyn, New York.

From the Ships at Sea

Seafarers on the R/V Robert D. Conrad (Maritime Operations) are many miles away from the legislative scene in Washington, but they are doing their part in calling attention to the need for an independent maritime agency. Meeting Chairman G. Gopac reports that several seafarers took time out to

write to their Congressmen urging them to support this vital legislation. Gopac reports that cooperation on the vessel is excellent. A vote of thanks was extended to the SIU hall in Seattle for their efforts in keeping the Seafarers informed on union activity. The Seafarers are looking forward to the payoff in October after a year at sea. "Keep a light burning for us, we'll soon be there," Meeting Secretary Mike Smith writes. Everything is running smoothly under the new captain, no major beefs, but some disputed overtime. Ship's treasury has a balance of \$6 and contributions will be accepted. The Steward department was thanked for their outstanding meals and a special mention was extended to Brother Howard Giernier for his fine work.



Smith

W. E. Oliver, meeting secretary on the Ocean Anna (Maritime Overseas), reports that the steward has been asked by his fellow Seafarers to take care of the mail and see that it gets to the delegates of each department. Some repairs have been made and there are no beefs or disputed overtime, Oliver reports. Meeting Chairman C. A. Hall reports the ship is in good order with a fine voyage shaping up. Deck department members have been making lots of overtime, the deck delegates writes. Seafarers are reminded to be careful with cigarettes when approaching decks and not to throw butts in the passageways near the pump room.



Oliver

Seafarers on the Missouri (Meadowbrook Transport) will be cutting into some juicy steaks with the new knives the Steward department has ordered, Meeting Secretary Wilfred J. Moore reports. James Abrams has been elected ship's delegate, Charles James, meeting chairman, writes. The treasury has a balance of \$11 as the ship heads for Rijeka, Yugoslavia, before the voyage home



Abrams

and a payoff in Houston. There were no beefs or disputed overtime, Moore reported.

Meeting Secretary S. Escobar writes from the Western Clipper (Western) that Charles Walker has resigned as ship's delegate and Jewell Bennett has been elected by the crew to replace him. New mattresses and a movie projector will be taken aboard the ship, soon. Meeting Chairman Frank Reese reports logs and mail are being received regularly and there are no major beefs.



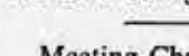
Reese

Seafarers aboard the William A. Reiss (Reiss) extend their hopes for a speedy recovery to David Brander of the Deck department who had to be taken off the ship due to illness. Meeting Chairman Elliott Graebert reports that everything is in order and there are no beefs or disputed overtime. Meeting Secretary Robert Diamond writes that the crew is well fed on a real good ship.



Brander

Meeting Chairman John Burke of the Wingless Victory (Consolidated) reports three men were hospitalized in Panama. They were replaced by two from the states and one from Panama. James Jones, engine delegate and deck delegate Sidney White, report a few hours of disputed overtime. A vote of thanks was extended to the Steward department. White, who doubles as meeting secretary, reports the crew has a new washing machine.



Burke

Seafarers aboard the Merrimac (Merrimac) extended a vote of thanks to Nicholas Hatgimisios of the Steward department for the time he took to show films to the crew during a recent voyage of the Merrimac (Merrimac). Meeting Chairman Peter Moreni



Hatgimisios

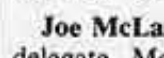
reports that Hatgimisios son, Theodore, also made the voyage as a member of the crew. All repairs have been taken care of and there are no beefs, Moreni reports. A new ship's delegate, Anthony Adomaitis, has been elected.

What to do with time off won't be a problem for Seafarers aboard the Del Mar (Delta). Meeting Chairman Joe Whalen, Jr., reports a total of 14 movies are on hand for Seafarers enjoyment, and plenty of money still left in the movie fund. Crewmembers who don't like movies can have a barbecue with the \$40 in the barbecue fund.



Annis

Joe McLaren was elected ship's delegate. Meeting Secretary Norman D. Boie reports \$113 in the deck fund. Boie reports that everything is running smoothly, logs and mail are arriving regularly and Seafarers are looking forward to payoff in New Orleans. Outgoing ship's delegate George Annis was extended a vote of thanks.



A broken television antenna no longer plagues the crew of the Bethflor (Bethlehem), according to Meeting Secretary George Hair. A new antenna was installed, and in addition, the Seafarers have a new washing machine. Meeting Chairman Pete Blalack writes that some minor beefs were settled through the department heads to the satisfaction of everyone.

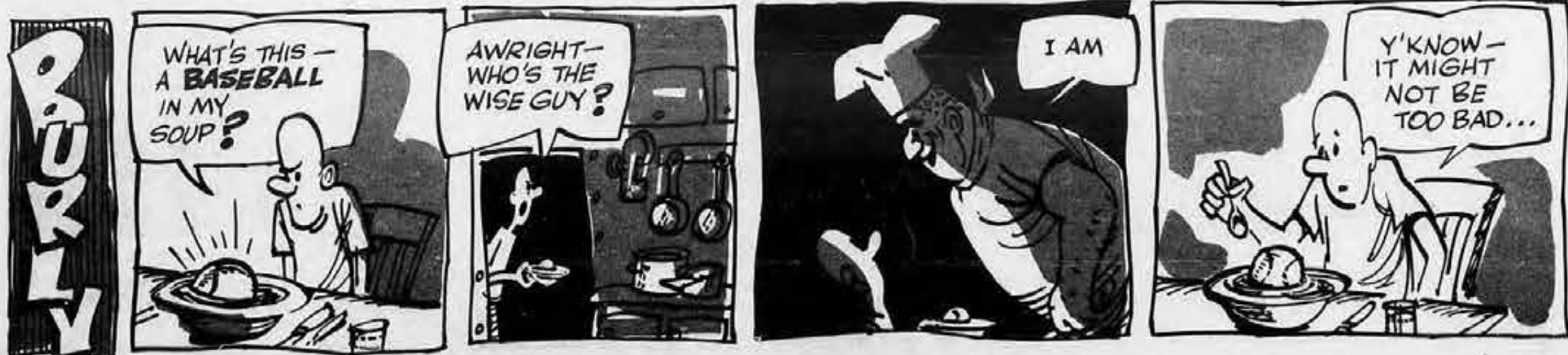


Hair

Seafarers on the Floridian (South Atlantic & Caribbean) have extended their thanks to Esteban Cruz and Dario Rios for their excellent job in the Steward department. Meeting Chairman Tony Aronica reports they have done a fine job preparing food and providing varied menus. Meeting Secretary F. Alvarez says "Red" Rosoff was extended a vote of thanks for his fine job as ship's delegate.



Aronica



Finds LOG Covers Important Topics

To The Editor:

I have enjoyed reading the June 10 issue not only for the valuable articles on the state of our Merchant Marine, and also the articles on truth-in-packaging, deficient automobile tires palmed off on the unwary, the history of American Labor, "All This Happened, Part 9," anti-pollution bill backing, and of course, the article about the passage of the Merchant Marine Act of 1936.

Freeman Cook

Seafarer Attacks Reagan Candidacy

To The Editor:

I am pleased to see the SIU taking a firm stand against the candidacy of Ronald Reagan for Governor of California.

It would indeed be a sad thing if our largest state was turned over to the radical right as represented by Mr. Reagan. Reagan is an enemy of labor as his proposal to ban the union shop indicates. Right now, the National Farm Workers Association is fighting the Di Giorgio Fruit Corporation in a bitter labor dispute. Di Giorgio has used every anti-union tactic to break the strike and would doubtless be overjoyed to have a supporter in the Governor's chair.

In addition to his anti-union stand, Reagan is against almost all the liberal benefits achieved through the years. I hope the people of California will not be deceived by this man's charm and see him as he really is, a stooge for Republican extremism.

Harry Davis

LETTERS To The Editor

Father Was Seafarer To The Very End

To The Editor:

I'm writing this as a final tribute to my father, an SIU man to the end. He was a seaman and organizer as far back as I can remember.

John Van Dyke suddenly collapsed and died on Aug. 26. He was an ardent Seafarer and union man to the end. John always had his heart and soul in the union and the sea, and shipped with various shipping lines, such as Waterman, Cities Service, Tanker Corp., Calmar SS Corp., etc. His last ship was the Geneva for United States Steel Corp.

My father retired in 1964 after a short 55 years as a true seaman. He was buried in the Oakwood Cemetery, Bay Shore, L.I.

He is survived by myself, Janet M. Schwizer; Son-In-Law, Jonas, and three grandchildren, Gary, Debra and Terri Lee.

Janet M. Schwizer

Merchant Fleet Role In Vietnam Essential

To The Editor:

I was amazed that the Government has rejected the motion by MARAD to declare the Merchant Marine an essential activ-

ity and occupation because of the role it is playing in Viet Nam.

Surely, the Government leaders must realize that the ships delivery the vast majority of war materials to Viet Nam and obviously, it takes supplies to fight a war. I do not understand the Government's policy. It's as though they were hindering the efforts of their own fighting men. If supplies dwindled down, would the Merchant Marine take the blame?

It is bad enough that some of our leaders are complaining about the shortage of vessels and the lack of seaworthiness in others. I hope this unfortunate situation is cleared up fast.

Jack Regis

Lauds Farm Workers Election Win

To The Editor:

I was glad to see the AFL-CIO has won the fight to represent the farm workers in the recent election at DiGiorgio in California.

The farm workers have been on the short end of the stick for a long time and I hope they will finally have a chance to bargain for the decent wages and living conditions they so richly deserve. I was proud of the part the SIU played in the election. The money the Seafarers contributed, plus the work many of them did in the field, such as handing out campaign literature, I am sure was very important in the winning battle.

Again, best of luck to the farm workers in the future.

Frank Lipmann

U.S. Fishermen Need Twelve-Mile Zone

To The Editor:

I am glad to see that the Senate has approved a bill setting up a 12-mile fishing zone for exclusive United States use. This is something that was long overdue.

The Soviet Union and Japan have for many years infringed on American territorial waters to catch fish, indeed so have many other nations. Now, finally, we are telling these nations they must honor international law designed to protect a nation's fishing rights. Our fishermen do not infringe upon another countries fishing areas but our Government does nothing to stop some other countries from robbing our fish supply.

I hope all nations will cooperate in the future to see that international fishing laws are respected.

Ralph Montagelo

Gains Knowledge Of Labor's Goals

To the Editor

A friend of mine, who is a member of your Union, lets me borrow his copy of the Seafarers LOG after he gets done with it. I knew little about the history or the purpose of unions, but after reading the history of American Labor in your newspaper, I find that I can better understand the reason why unions came into being and why a strike is necessary on occasions to win benefits for workers. I wish continued success to your union and the entire labor movement in their fight for a better standard of living for their members.

Lawrence Whitman

SIU Crew's Gift to India Orphanage Honors Memory of York's Skipper

The generosity of the SIU crew aboard the York (Bulk Carriers) has resulted in a \$500 donation for children of the Villa Theresa Convent in Bombay, India. The money was used to build a playground in the memory of the ship's late Captain, Thomas R. Quigley, who died in Aden after an illness.

Chief Cook Jack Wood, who represented the Seafarers at the presentation ceremony, said the money was donated in the Captain's name and the playground will be named after Captain Quigley. "We wanted to honor him and, since he had no children of his own, we thought he would appreciate this", Wood said. The Captain's widow, Florence, resides in Jacksonville, Florida.

The convent was well known to the Seafarers because whenever the York was at anchor, the Sisters would visit the ship to sell handicrafts to the crew. The money was used to meet the school's expenses. Wood reported the crew collected 5,000 rupees, which amounts to some \$500 in American money.

The York, an American Bulk Carriers ship, sailed from Houston, Texas to Bombay with a cargo of 19,000 tons of wheat. Seafarers encountered a difficult trip, with a severe storm in the Atlantic preceding the death of Captain Quigley. The York was battered by waves as high as 50 feet.



Hugh Hall, third officer, and Seafarer Jack Wood, chief cook, seem to enjoy the new playground at the Villa Theresa Convent in Bombay, as much as the children. Seafarers on the York raised some \$5,000 to build the playground, which was dedicated to the memory of the ship's late Captain, Thomas Quigley. Captain Quigley died in Aden after suffering an illness during recent voyage.

AMERICAN SUN (Marine Carriers), August 6—Chairman, H. Westphall; Secretary, None. \$6.34 in ship's fund. Plenty of disputed OT. Brother George Jarosek was elected to serve as ship's delegate. Vote of thanks to engineers and officers for keeping ship running smoothly.

COTTONWOOD CREEK (Bulk Transport), September 11—Chairman, M. Brightwell; Secretary, J. P. Dickerson. No beefs reported by department delegates. Vote of thanks was extended to the steward and the baker, Brother F. Cain, for a job well done.

DEL AIRES (Delta), July 16—Chairman, Frank (Snake); Secretary, Frank Chalmers. Disputed OT in deck and steward departments. Beef about Captain who crew feels violates agreement and constitution. Letter to be sent to headquarters regarding same.

HATTISBURG VICTORY (Alcoa), June 5—Chairman, Jimmie Bartlett; Secretary, F. S. Stirk, Jr. Brother Robert B. Byrne was elected to serve as ship's delegate. No beefs and no disputed OT reported by department delegates. Steward extended a vote of thanks to the deck department for keeping messhall and pantry clean during watches at night.

DEL AIRES (Delta), June 26—Chairman, F. R. Charneco; Secretary, None. Brother Stanley A. Freeman was elected to serve as ship's delegate. No beefs reported by department delegates. Motion made to see why the Company does not install a TV aboard ship. Steward gave vote of thanks to the deck department watchstanders for keeping pantry clean.

PERSONALS

William R. Dixon

Please contact Jessica and Richard Dixon c/o Baker's, 1315 So. 26th Place, Lawton, Oklahoma, as soon as possible in regard to an important matter.



J. R. Thompson

Please contact your wife, Dottie, in Texas City, Texas, as soon as possible, in regard to an urgent matter.



Robert Persol

Please contact Alfred Kuske in care of the LOG concerning a very urgent matter, as soon as possible.



Friends of Nick De Marco

Mrs. Honey Parisi is accepting condolences on the recent death of her brother, Nick De Marco, who sailed in the deck department. Friends may write, c/o 484 Buffalo Ave., Lindenhurst, New York.

Retires on Pension



Jake Cleveland, right, receives first pension check from Thomas Glidewell, Port Arthur agent. A tugboat captain for 20 years, Cleveland joined Sabine Towing Company as a deckhand in 1938.

DIGEST of SIU SHIP MEETINGS

BETHFLOR (Bethlehem Steel), September 11—Chairman, Pete Binalack; Secretary, George Hair. New washing machine was received this voyage. Except for a few hours disputed OT in each department, everything is running smoothly.

MONEY DUE

Checks are being held at SIU Headquarters, 675 Fourth Ave., Brooklyn, N. Y., for the Seafarers listed below for money due them on the vessels shown. Men whose names are listed should get in touch with Union headquarters as soon as possible.

Name	Vessel	For
Beamer, Earl	Penn Carrier	OT
Boone, James N.	Natalie	Wages
Collins, Howard T.	Bonanza	Wages
Chapeau, Joseph L.	Kent	Lodging
Diaz, A.	Midlake	Stand-by Wages
Gauthier, Cyrol	Kent	Lodging
Gore, E.	Midlake	Stand-by Wages
Gromek, Henry T.	Bonanza	Wages
Greerson, Clyde	Transwestern	OT
Hanson, Thomas E.	Valiant Hope	Transportation
Hassein, Aldo T.	Kent	Lodging
Jensen, Edward	Hercules Victory	OT
Kershaw, Donald	Valiant Hope	Transportation
Lewis, Andrew	Sea Pioneer	Lodging
Linkowski, Roman F.	Bonanza	Wages
McLaren, Daniel	Transwestern	OT
O'Mara, James P.	Valiant Hope	Transportation
Parsons, Aubrey	Sea Pioneer	Lodging
Paterson, Fred	Seatrain New York	Lodging
Resmondo, Earl	Seatrain New York	Lodging
Robinson, William L.	Bonanza	Wages
Ruis, Carlos	Bonanza	Wages
Satelli, Silvio D.	Sapphire Sandy	Unearned Wages
Shattuck, D.	Midlake	Stand-by Wages
Smith, Calvin	Transwestern	OT
Smith, Robert	Hercules Victory	OT
Staples, F.	Midlake	Stand-by Wages
Torres, Carlos	Bonanza	Wages
Valerie, Frank G.	Natalie	One Day's Wages
Walsh, J.	Midlake	Stand-by Wages
Weiss, Warren	Niagara	Lodging

CHOCTAW VICTORY (Columbia), August 19—Chairman, Tom Rainey; Secretary, H. S. Rieck. Everything going along smoothly with no beefs and no disputed OT. Few repairs needed.

WINGLESS VICTORY (Consolidated Mariners), September 11—Chairman, John S. Burke; Secretary, S. A. White. Some disputed OT reported. Three men hospitalized at Christobal, Panama. Vote of thanks to the steward department for a job well done.

DEL NORTE (Delta), August 21—Chairman, Robert Callahan; Secretary, Bill Kaiser. \$145.72 in ship's fund and \$222.35 in movie fund. Brother Albert Estrada was elected to serve as ship's delegate. Motion was made that the ship's delegate see about getting the days' lodging due from last voyage when crew was without air-conditioning. Motion made that water fountain in engine room be repaired. Motion made that additional ice-making equipment be put aboard. Discussion about rusty drinking water.

MERRIMAC (Merrimac Transport), September 4—Chairman, Peter Moreni; Secretary, Nicholas Hatzimilios. Brother Anthony Adonaitis was elected to serve as new ship's delegate. Most of the repairs were taken care of. Everything is O.K. Vote of thanks to the Steward for showing movies to the crew.

RIDGEFIELD VICTORY (Columbia), August 22—Chairman, Mike Curry; Secretary, None. Discussion about contacting patrolman about the condition of rooms, and to see about getting an ice machine, or to get more ice for voyage. Also, a new washing machine is needed. No beefs reported by department delegates. Vote of thanks to the steward department for a job well done.

MALDEN VICTORY (Alcoa), August 28—Chairman, John Thompson; Secretary, A. Z. Deheza. One man missed ship in Portland, Oregon on sailing day. One man picked up in Saigon. Couple of hours disputed OT in engine department. Vote of thanks to the steward department for a job well done.

DIGEST of SIU SHIP MEETINGS

FLORIDIAN (South Atlantic), September 3—Chairman, Tony Aronica; Secretary, F. Alvarez. Brother N. Sabin was elected to serve as new ship's delegate. Vote of thanks extended to Brother "Red" Rosoff, outgoing ship's delegate. Vote of thanks to Steward/Cook Esteban Cruz and to Cook/Baker Darlo Rios for a job well done.

DEL CAMPO (Delta), August 25—Chairman, D. Ramsey; Secretary, C. Galb. Use of extra rooms on main deck to be looked into by Union and Company. Repairs lists have been turned in. Six hours disputed OT in engine department. Vote of thanks to the Steward and cooks for the good food.

LA SALLE (Waterman), August 28—Chairman, John Fanoll; Secretary, Carl O. Trullemana. Ship's delegate extended a vote of thanks to crew for their cooperation. Crew extended a vote of thanks to the ship's delegate, Brother Vance A. Reid, and to the steward department for a job well done.

WILD RANGER (Waterman), September 2—Chairman, J. Martin; Secretary, E. W. Ferrandis. No beefs and no disputed OT reported. \$44.00 in ship's fund. Steward ordered ice machine. Check on MSTs mail service.

ROBERT D. CONRAD (Maritime Operations), September 6—Chairman, Gerry Gopae; Secretary, Mike Smith. \$6.00 in ship's fund. Ship's delegate reported that with the new captain, all is running smoothly. Ship needs to be fumigated for roaches. Crew is looking forward to a rousing payoff in New York in October, after a years' cruising.

ROBERT D. CONRAD (Maritime Operations), August 19—Chairman, Gerry Gopae; Secretary, Michael P. Smith. \$6.00 in ship's fund. No beefs reported by department delegates. Vote of thanks to the ship's delegate. Vote of thanks to the steward department for the outstanding meals being served. Men were requested to keep the ship in order, especially the crew messhall. Vote of thanks extended to Seattle patrolman, Steve Zubovich, for coming to Victoria.

ANNISTON VICTORY (Waterman), September 4—Chairman, Clyde L. Van Epps; Secretary, John D. Pennell. Everything is running smoothly with no beefs. Some disputed OT in engine department. Crew extended a vote of thanks to the steward and his entire department for a very good job.

STEEL ADVOCATE (Isthmian), September 4—Chairman, Mike Reed; Secretary, Brown Huszar. \$8.50 in ship's fund. No beefs reported by department delegates. Entire crew extended a vote of thanks to the steward department for a job well done.

CALMAR (Calmar), August 28—Chairman, E. W. Carter; Secretary, V. Douglas. Ship's delegate reported that there were a few beefs to be taken care of when ship arrives in Port.

WARRIOR (Sea-Land), September 6—Chairman, M. J. Gallier; Secretary, Frank Buhl. No beefs reported by department delegates. Motion made that frozen ground and cubed meats be eliminated and food plan representative informed of this. Motion made to have payoff at sea because of limited time in Port. Steward was elected to serve as temporary ship's delegate. Crew wants night lunch brought up to par with topside. Equalization of steward department OT to be straightened out at payoff.

EXPRESS VIRGINIA (Marine Carriers), July 29—Chairman, Leo Harvery; Secretary, L. Young. Some disputed OT in deck department to be brought up at payoff. What is being done about pension plan? This should be brought up and discussed at membership meetings up and down the coast, to see what kind of a plan the membership would like. Question of black gang being changed to different watches, to be taken up with chief engineer by ship's and engine delegates.

NORINA (Wall Street Traders), August 27—Chairman, Kenneth Gahagan; Secretary, Kenneth Gahagan. Everything is O.K. except for some repairs which have to be taken care of. Some disputed OT in deck department. Discussion on seeing captain about having a draw in Suez Canal.

DEL SUD (Delta), September 9—Chairman, M. Dunn; Secretary, J. Craft. No beefs were reported by department delegates. Brother Hans Spiegel was elected to serve as ship's delegate. Motion made that deck department toilets not be painted on sailing days, as this prevents men working on deck from adequately showering and cleaning after work.

BELOIT VICTORY (Wall Street Marine), September 4—Chairman, C. Miller; Secretary, Sherman Wright. Collection was taken up for crew pantryman who went to hospital in Manila. No beefs were reported by department delegates. Vote of thanks to the ship's delegate for time and effort involved in bringing in a clean payoff. Thanks to the steward department for excellent food and service.

SEA PIONEER (Pioneer Tankers), July 10—Chairman, O. G. Collins; Secretary, William H. Thompson. Brother O. G. Collins was elected to serve as ship's delegate. Some disputed OT in deck department. Chief engineer was asked to repair the drinking fountains. Vote of thanks to the steward department for the good feeding to crew and the survivors of the sunken SS Elias Dayfas II.

ALCOA VOYAGER (Alcoa), September 11—Chairman, J. J. Kane; Secretary, Earl W. Gay. No beefs reported by department delegates. Some disputed OT in engine department. Crewmembers were asked to help messman keep messhall clean at night.

Schedule of Membership Meetings

- SIU-AGLIWD Meetings
- New York . . . Nov. 7—2:30 p.m.
 - Philadelphia . . . Oct. 4—2:30 p.m.
 - Baltimore . . . Oct. 5—2:30 p.m.
 - Detroit . . . Oct. 10—2:30 p.m.
 - Houston . . . Oct. 14—2:30 p.m.
 - New Orleans . . . Oct. 11—2:30 p.m.
 - Mobile . . . Oct. 12—2:30 p.m.
 - Wilmington . . . Oct. 17—2 p.m.
 - San Francisco . . . Oct. 19—2 p.m.
 - Seattle . . . Oct. 21—2 p.m.

- United Industrial Workers
- New York . . . Nov. 7 p.m.
 - Philadelphia . . . Oct. 4—7 p.m.
 - Baltimore . . . Oct. 5—7 p.m.
 - Houston . . . Oct. 10—7 p.m.
 - New Orleans . . . Oct. 11—7 p.m.
 - Mobile . . . Oct. 12—7 p.m.
- † Meeting held at Labor Temple, Sault Ste. Marie, Mich.
* Meeting held at Labor Temple, Newport News.
‡ Meeting held at Galveston wharves.

- Great Lakes SIU Meetings
- Detroit . . . Oct. 17—2 p.m.
 - Alpena . . . Oct. 17—7 p.m.
 - Buffalo . . . Oct. 17—7 p.m.
 - Chicago . . . Oct. 17—7 p.m.
 - Cleveland . . . Oct. 17—7 p.m.
 - Duluth . . . Oct. 17—7 p.m.
 - Frankfort . . . Oct. 17—7 p.m.

- Great Lakes Tug and Dredge Region
- Detroit . . . Oct. 10—7:30 p.m.
 - Milwaukee . . . Oct. 10—7:30 p.m.
 - Chicago . . . Oct. 11—7:30 p.m.
 - † Sault Ste. Marie . . . Oct. 13—7:30 p.m.
 - Buffalo . . . Oct. 12—7:30 p.m.
 - Duluth . . . Oct. 14—7:30 p.m.
 - Cleveland . . . Oct. 14—7:30 p.m.
 - Toledo . . . Oct. 14—7:30 p.m.

- SIU Inland Boatmen's Union
- Philadelphia . . . Oct. 4—5 p.m.
 - Baltimore (licensed and unlicensed) . . . Oct. 5—5 p.m.
 - Norfolk . . . Oct. 6—5 p.m.
 - Houston . . . Oct. 10—5 p.m.
 - New Orleans . . . Oct. 11—5 p.m.
 - Mobile . . . Oct. 12—5 p.m.

- Railway Marine Region
- Jersey City . . . Oct. 10—10 a.m. & 8 p.m.
 - Philadelphia . . . Oct. 11—10 a.m. & 8 p.m.
 - Baltimore . . . Oct. 12—10 a.m. & 8 p.m.
 - * Norfolk . . . Oct. 13—10 a.m. & 8 p.m.

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Inland Boatmen's Union
United Industrial Workers

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WILMINGTON, Calif. 505 N. Marine Ave. TE 4-2523

UNFAIR TO LABOR DO NOT BUY

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.)

- 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)
- ⚓ —
- Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)
(Typographers, Bookbinders)
(Machinists, Stereotypers)
- ⚓ —
- Jamestown Sterling Corp.
(United Furniture Workers)
- ⚓ —
- Empire State Bedding Co.
"Sealy Mattresses"
(Textile Workers)
- ⚓ —
- White Furniture Co.
(United Furniture Workers of America)
- ⚓ —
- Genesco Shoe Mfg. Co.
Work Shoes . . .
Sentry, Cedar Chest,
Statler
Men's Shoes . . .
Jarman, Johnson &
Murphy, Crestworth,
(Boot and Shoe Workers' Union)

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 equally consist 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 circumstances 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.

SIGN LETTERS

For obvious reasons the LOG cannot print any letters or other communications sent by Seafarers unless the author signs his name. If circumstances justify, the LOG will withhold a signature on request.

ANNUAL REPORT

For the fiscal year ended March 31, 1966

GREAT LAKES TUG AND DREDGE PENSION FUND

275 20th Street, Brooklyn, N. Y. 11215

to the
SUPERINTENDENT OF INSURANCE

of the
STATE OF NEW YORK

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement; copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 55 John Street, New York, N. Y. 10038.

EXHIBIT B-1

SUMMARY STATEMENT OF ASSETS AND LIABILITIES¹

As of March 31, 1966

(Name of plan) Great Lakes Tug and Dredge Pension Plan
(Address of plan's principal office) 275 20th Street, Brooklyn, N. Y. 11215

ASSETS²

	Column (1)	Column (2)	Column ³ (3)
1. Cash		\$ 2,716.16	
2. Bonds and debentures			
(a) Government obligations	\$ 29,934.39		
(b) Nongovernment bonds	337,039.90		
(c) Total bonds and debentures ..	366,974.29		NOT
3. Stocks			APPLICABLE
(a) Preferred	49,281.01		
(b) Common	371,536.66		
4. U. S. Treasury bills at cost	50,534.03		
5. Real estate loans and mortgages	—		
6. Operated real estate	—		
7. Other investment assets		838,325.99	
8. Accrued income receivable on invest- ments		—	
9. Prepaid expenses		—	
10. Other assets			
(a) Exchanges	164.27		
(b) Accrued interest paid on bonds purchased	27.08	191.35	
11. Total assets		<u>\$841,233.50</u>	

LIABILITIES AND FUNDS

12. Insurance and annuity premiums pay- able	—		
13. Reserve for unpaid claims (not covered by insurance)	—		
14. Accounts payable	—		
15. Accrued payrolls, taxes and other ex- penses	—		
16. Total liabilities		—	
17. Funds and reserves			
(a) Reserve for future benefits and expenses	841,233.50		
(b)	—		
(c)	—		
(d)		841,233.50	
18. Total liabilities and funds		<u>\$841,233.50</u>	

¹ Indicate accounting basis by check: Cash Accrual . Plans on a cash basis should attach a statement of significant unrecorded assets and liabilities. See attachment.

² The assets listed in this statement must be valued in column (1) on the basis regularly used in valuing investments held in the fund and reported to the U. S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U. S. Treasury Department (Act, sec. 7 (e) and (f) (1) (B). State basis of determining the amount at which securities are carried and shown in column (1): Bonds, stocks and U. S. Treasury bills at cost.

³ If A (2) in item 13, PART III is checked "Yes," show in this column the cost or present value, whichever is lower, of investments summarized in lines 2c, 3a, and 3b, if such value differs from that reported in column (1).

EXHIBIT B-2

SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS

For year ending March 31, 1966

(Name of plan) Great Lakes Tug and Dredge Pension Plan

(Address of plan's principal office) 275 20th Street, Brooklyn, N. Y. 11215

RECEIPTS

1. Contributions		
(a) Employer (see attachment)	\$ 90,360.42	
(b) Employees (see attachment)	63,783.84	
(c) Other (Specify)	—	

2. Interest, dividends, and other investment net income	33,241.72
3. Gain (or loss) from disposal of assets, net	8,610.37
4. Dividends and experience rating refunds from insurance companies	—
5. Other receipts	
(c) Other (Specify)	—
(a)	—
(c)	—
6. Total lines 1 to 5, inclusive	<u>\$195,996.35</u>

DISBURSEMENTS

7. Insurance and annuity premiums paid to insurance companies for participants benefits ..	—
8. Benefits provided other than through insurance carriers or other service organizations	\$11,080.67
9. Administrative expenses	
(a) Salaries (Schedule 1)	\$9,288.42
(b) Fees and commissions	5,139.09
(c) Interest	—
(d) Taxes	489.61
(e) Rent	764.85
(f) Other administrative expenses	5,270.29
10. Other disbursements	
(a) Trustees meeting expense	980.15
(b) Travel	43.38
11. Total lines 7 to 10, inclusive	1,023.53
12. Excess (deficiency) of receipts over disbursements (line 6, less line 11)	<u>33,056.46</u>
	<u>\$162,939.89</u>

RECONCILIATION OF FUND BALANCES

13. Fund balance at beginning of year	—
14. Excess (deficiency) of receipts over disbursements (line 12)	162,939.89
15. Other increases or decreases in funds	
(a) Net increase or decrease by adjustment in asset values of investments	—
(b) Reserve for future benefits and expenses	(162,939.89) (162,939.89)
16. Fund balance end of year	<u>—</u>

GREAT LAKES TUG AND DREDGE PENSION PLAN ATTACHMENT TO ANNUAL REPORT—FORM D-2

March 31, 1966

Page I—Item 1

Great Lakes Tug and Dredge Pension Plan is identified with the Great Lakes Tug & Dredge Region, Inland Boatmen's Union of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO and various signatory employers operating the Great Lakes Area.

Part III—Item 12

Valuation Certificate Attached.

EXHIBIT B-1—Statement of Unrecorded Assets and Liabilities

ASSETS

Interest receivable	\$ 5,859.80
Contributions receivable	7,332.64
	<u>\$13,192.44</u>

LIABILITIES

Expenses payable	<u>\$ 4,279.01</u>
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ANNUAL REPORT OF THE

Great Lakes Tug and Dredge Pension Fund

STATE OF NEW YORK }
COUNTY OF KINGS } ss.
PETER O'NEILL and ROBERT AFFLECK

Trustees of the Fund and
being duly sworn, each for himself deposes and says that this Annual Report is true to the best of his information, knowledge and belief.

Employer trustee:
Robert Affleck

Employed trustee:
Harold J. Maher

Others (Indicate titles):

Subscribed and sworn to before me this

25TH day of July

1966

Harold J. Maher

HAROLD J. MAHER
Notary Public, State of New York
No. 24-2474350
Qualified in Kings County
Commission Expires March 30, 1967

PORTS of the World



LONDON

LONDON is a sailor's city. It is one of the greatest ports of the world and offers a warm welcome to Seafarers who get a chance to stop there for a day or two. It is a big city. So big that it has been called "metropolis of the world."

The city itself, oddly enough, is many miles from the sea. It is a major port because of the Thames River which runs through London and provides a safe harbor and deep-water berths for ocean-going vessels.

Historians have dubbed the famous Thames "liquid history" because of the many centuries in which it has served as the gateway to the English-speaking world abroad. Maritime history is closely linked with London. Located there is the famous Baltic Exchange, the greatest ship brokerage house of them all. Modern admiralty law was first derived in London from the Code of Amalfi.

The center of the city is a long way from the docks and the amusement center of London at the West End is easily accessible by bus or subway. A short distance from Trafalgar Square is Nelson's Column and the National Gallery. Directly behind the National Gallery is Leicester Square which has a large number of movie houses. Shaftesbury Avenue is a short distance from the square, on either side of which is Soho, London's nightclub, restaurant and legitimate theater district.

The English pubs, which have been a subject of story and song, are a commonplace sight throughout London. In pubs you can find a wide variety of beer and ales (usually served warm) and a sampling of the famous British pastries—meat pies.

Among the many SIU-manned ships to stop at the world-famous Port of London is the Waterman Lines freighter Wild Ranger. This cargo ship is on a regular run to Northern European ports as well as London.



The SIU-crewed freighter Wild Ranger is one of many SIU-contracted ships making regular runs to the famous Port of London.



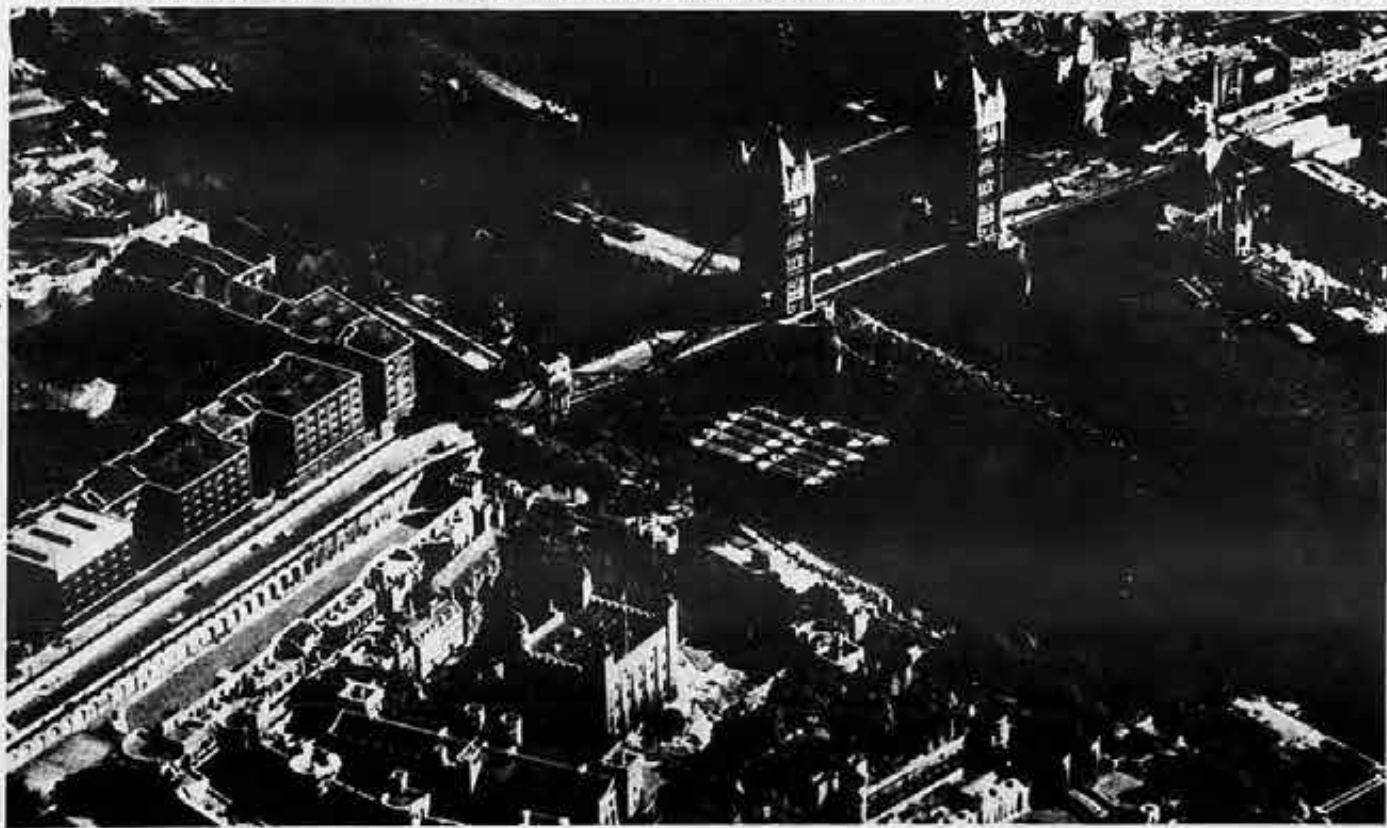
Pearlie queens singing together at a fund-raising for charity. Pearlies are Cockneys who sport fine clothes adorned with very ornate pearl buttons sewn on in elaborate designs.



London's Piccadilly Circus in a rare moment of traffic calm. This famous square, familiar gathering place for allied servicemen during World War II, is famed for its winged statue of Eros, Greek God of Love. Traffic in Piccadilly Circus is normally as thick and congested as that found in New York City's Times Square.



Albert Warren, owner of the 250-year old pub The Cricketers, shows one of the 600 antique pistols and guns in the bar to some of his customers.



Spanning the River Thames is the historical Tower Bridge and in the foreground is the famed Tower of London, which still guards the approaches to the Bridge. At the upper far right a freighter is berthed, while all along this busy stretch of river small craft work the port. The Thames is popular tourist attraction.

**AFL-CIO DELEGATE PAUL HALL
AFFIRMS AMERICAN LABOR SUPPORT
OF U.S. FOREIGN POLICY
AT BRITISH LABOR CONGRESS**

AFL-CIO at TUC

IT is a great honor for me to be here, as a representative of the AFL-CIO, to speak to you about some world-wide problems that are of as much concern to your great organization as they are to us.

I am keenly aware that the course of the United States in South East Asia is, to put it mildly, not fully supported here. To a lesser degree, there is controversy over this problem also in my own country. In one sense, the controversy is natural enough in both cases. For it is literally true that what is at stake is world peace and human freedom.

Yet, it is also true that much of the controversy in both our countries is based upon insufficient understanding. If, in the next few minutes, I can help to bring about better understanding of our position on your part, then I will feel richly rewarded.

Let me first of all tell you, most emphatically, that the AFL-CIO supports the basic foreign policy of the United States—including our commitment in Viet Nam.

Let me add at once, with equal emphasis, that the AFL-CIO is absolutely dedicated to the cause of peace—peace with freedom.

There are some who find trouble accommodating these positions. But I assure you, they are perfectly consistent in our eyes, and, we believe, in the light of history.

The AFL-CIO—or at that time, the AFL and most of the old CIO—was ahead of the United States government in opposing the appeasement of Hitler that reached its climax at Munich.

We were against dictatorship in any form. We were against the subjugation of free peoples, whether by subversion or by force of arms.

That was our position then; that is our position now.

We do not think it matters at all whether a dictatorship calls itself fascist, or the "dictatorship of the proletariat."

We do not think it matters at all whether the people marked for subjugation and slavery are Poles or Czechs or Dutch, on the one hand—or Koreans or Indonesians or Vietnamese, on the other.

We are against subjugation and enslavement, anytime, anywhere, of anyone.

But, I repeat, we in the AFL-CIO are for peace.

We are for a peaceful settlement in Viet Nam. This is the settlement which the United States government has sought to bring about through negotiations. Your government, as co-chairman with the Soviet government, of the Geneva Conference, has made many efforts to have it reconvened for the purpose of seeking a peaceful settlement of the present conflict. But these efforts were fruitless, because Moscow would not do a thing to get the problem to the conference table. We, like you, believe in negotiated settlements. But it takes two sides to negotiate. And the alternative is a strike.

The United States has been forced on strike, if you will, on the issue of refusal to bargain. This is no more an act of aggression than a strike of workers against an employer who refuses to deal with them.

There are not many employers in Great Britain, I understand, against whom such a charge could be made—if, indeed, there are any at all. We still have a few of them in the United States. And unfortunately, there are still governments in the world—particularly dictatorships—which are equally opposed to coming to the bargaining table.

All of us in the United States most earnestly want an early end to this conflict. But it must come through

an honorable settlement, under which both sides can live in peace.

If I may digress for a moment, I am frankly bewildered by those who maintain that the Viet Cong terrorists represent the will of the people in South Viet Nam. It is the South Viet Nam leaders who are proposing an election; it is the communists who are trying to sabotage it. If the communists really believed they had a majority in South Viet Nam, they should welcome a vote, even under restrictive rules. Let none forget that nowhere have communists ever come to power through free elections.

I do not pretend that a South Vietnamese election would conform to the democratic practices which prevail in our two countries fully. But it would come as close as a beleaguered people, inexperienced in the democratic process, could be expected to achieve. And surely it would be better than those societies—including North Viet Nam—where no free or even semi-free elections of any kind have ever been held.

Suppose the threat from outside is eliminated. Suppose that South Viet Nam is left alone.

I assure you, the United States would not neglect this needy, developing nation any more than it neglected to help the war-torn nations of Europe after World War II. With generous American assistance, as pledged by President Johnson, there could be an economic flowering in Southeast Asia which would be without precedent; and that could change the whole course of the world.

This process is under way, all too slowly, among other peoples and on other continents. It is even under way, under the most difficult circumstances, in South Viet Nam.

Some of you may have reservations about the policy of the United States in other respects, but I think I can say this for my country: For nearly half a century, at least as far back as the days following the first war, the American people and the American government have recognized that freedom and democracy tend to flourish best on full stomachs, on a tolerable present and a hopeful future—except, as in the case of Czechoslovakia whose democracy was subverted and destroyed by a fifth column backed by Russian military threats and pressures.

The AFL-CIO is wholly in accord with that policy, and seeks to further it in many ways. Our chief function has been to assist, as best we can, the

formation and growth of free, democratic trade union movements in every nation where this is possible. We have done this through the ICFTU and, on our own, where necessary.

We firmly believe that a free, democratic trade union movement, not dominated by government, is essential to a free and stable society. Where such a movement exists, there can be no dictators, of the so-called left or of the right. Where such a movement is forbidden, freedom is forbidden, too.

We have learned that building the free institutions and the economic strength of other democracies is a practical matter—a practical weapon in the struggle of the free world against totalitarianism. We have learned that what helps other free nations, or what helps new nations to be free, is also helpful to us.

We think it is. And make no apologies for it.

In conclusion, let me note that we in the United States are quite aware of the economic difficulties with which you in the United Kingdom are faced. It is not my part to comment on either the difficulties or the proposed solutions. I do want to leave you with these thoughts:

First, gifted by the perspective of distance, just as you are gifted by the perspective of history, I take liberty of reminding you that this is by no means your first economic crisis. You have survived the others, and you will survive this one as well.

We of the American trade union movement don't go along with those who talk so much about the stagnation of Britain. God save us from the economic experts—at least from most of them. History does not show a single case in which a nation has gone down because its standard of living has been rising, because its working people have gotten a more just share of what they produced. We of American labor do not believe that rising domestic consumption ruins a nation's capacity to export. In fact, British export sales rose last year by 7 percent and today you are touching a 9 percent increase for this year. For the great mass of people, the problem is not living beyond their income, but getting an income on which they can live, in comparative comfort, in our high-priced affluent society. I know this is true even in prosperous America. We are for the health of the Pound and the Dollar, but the experts should know that, without a healthy population, the currency can't be worth much for long.

Every great nation has its hour of great difficulties. It's not the hour, but the people meeting the hour, that is decisive. We both have had difficult hours and have been helpful to each other. You can count on us today, just as you did in the days of Ernest Bevin and Sir Stafford Cripps when American labor took the lead in rallying our country for their appeal for assistance in meeting difficulties.

Second—and as you quite understand, I speak as one American, I think as a typical American in viewpoint, and not as an official of any kind—you can be sure that if your difficulties multiply despite all your efforts, hope is not lost. You will find the United States ready to help in this crisis, as in earlier ones.

To me, the bond between our countries and our labor movements has been forged out of shared history, shared principles and shared perils. For you and for us, our ideals and vital interests are basically the same, though we may, on occasion, differ on how to implement them. And it is in that spirit that I bring to you the warmest best wishes of the AFL-CIO, its President George Meany, and its Executive Council for your historic Congress being fruitful in its deliberations and decisions.

