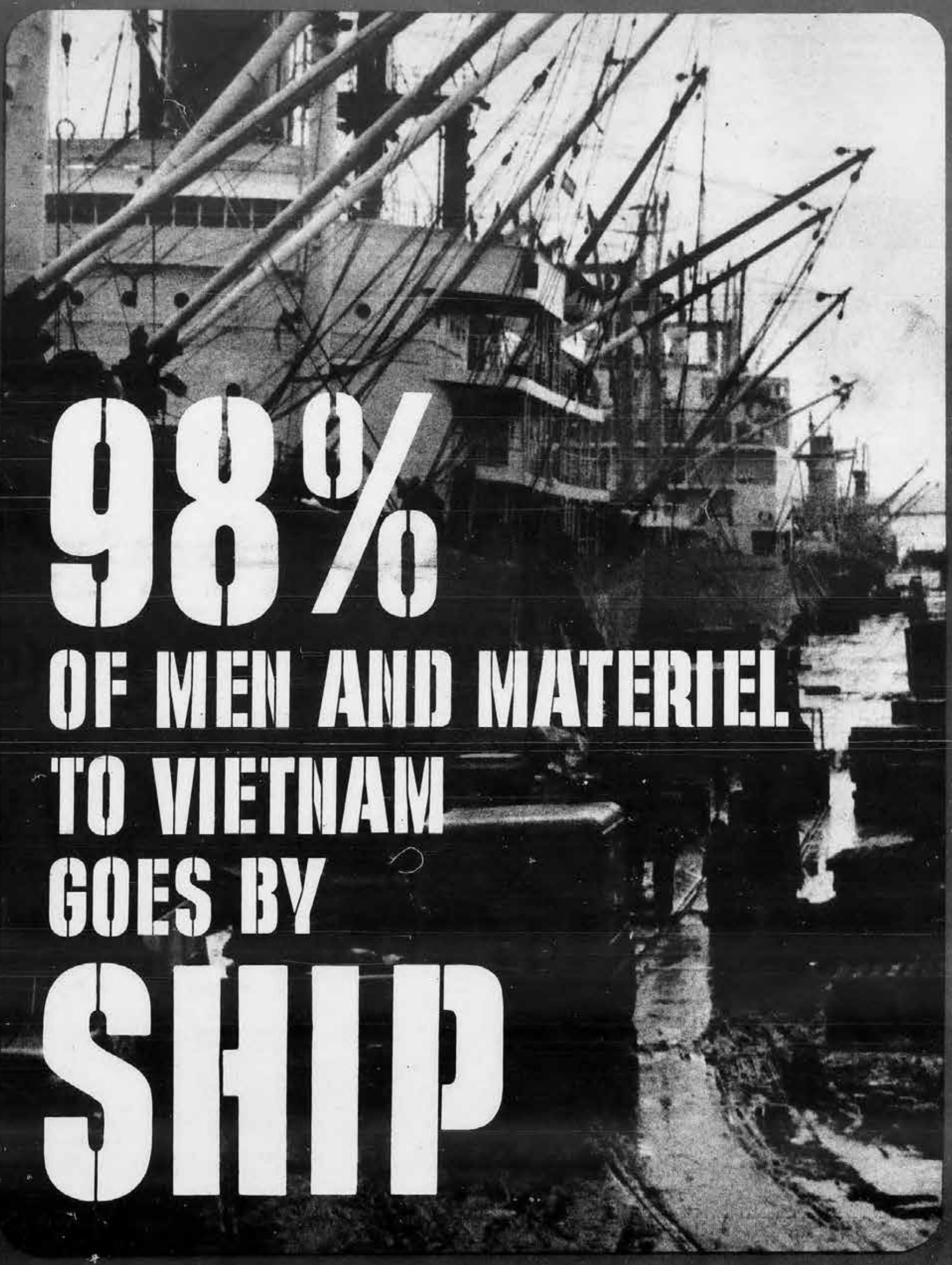


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SEAFARERS LOG

August 5,
1966

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



98%
OF MEN AND MATERIEL
TO VIETNAM
GOES BY
SHIP

Farm Unions Merge As AFL-CIO Unit, Get Set for Election in DiGiorgio

SAN FRANCISCO—The two unions which have worked side by side to organize California grape workers will appear on the ballot as a merged AFL-CIO affiliate in union representation elections among DiGiorgio Corp. farm workers.

AFL-CIO Organizing Director William L. Kircher, who announced the unity action at a press conference here, said it formalizes the close ties at the striker-worker level that exist between members of the hitherto unaffiliated National Farm Workers Association and the AFL-CIO Agricultural Workers Organizing Committee.

Federation President George Meany wired approval of the linking of the two groups on the representation ballots and said the formal request of the merged units for an AFL-CIO charter will be acted on at the August 22 meeting of the federation's Executive Council.

Flanking Kircher as he announced the merger plan were Cesar Chavez, director of the NFWA; Larry Itliong, the AWOC strike director, and Exec. Sec.-Treas. Thomas L. Pitts of the California State AFL-CIO.

Opposing the merged AFL-CIO organizations in the August 30th elections at two DiGiorgio locations will be the Teamster Farm Workers Union. Elections at other locations are expected to follow.

Greeted With Enthusiasm

Kircher and Chavez reported the move towards formal merger was greeted with enthusiasm by members of both groups, who have walked side by side on picket lines and marched together to rally nationwide support for the Delano grape strikers.

The formal step towards merger was hastened, Kircher said, by the desire to ensure that DiGiorgio grape workers know that the two groups are not competitive and that the full support of the entire AFL-CIO is behind the joint organizing effort.

The union leaders made it clear they expected the merger to spur the big job of organizing farm workers throughout the nation and bring them long-denied rights of collective bargaining, social insurance, decent wages and union protection.

"First we will finish the job in

Delano," said Chavez, "then there will be organizing drives like the campaigns we already have underway with substantial progress in Texas and in other parts of California.

"Prior to this, we have had a joint project by two unions. The difference now will be that we will be one union with organic unity."

The merger, Pitts said, "represents unity of the labor movement for all the things we have been attempting to do over the years for the farm workers. I am sure this will bring about justice for them and it will bring about recognition by many growers that here is a potent organization which offers a way to solve labor-management problems."

Exact mechanics of the merger have yet to be worked out and no name has yet been selected. The

application before the AFL-CIO is for an organizing committee charter.

The initial strength, in workers under contract and the much larger number who have signed authorization cards, runs into many thousands, Kircher told the press conference.

Once in business, the union will have the huge job of organizing the hundreds of thousands of farm workers who have been left out in labor's march toward decent living standards and dignity.

The united efforts of the merged group, Itliong said, "will immensely strengthen the ability of the AFL-CIO to organize farm workers."

The merger agreement came after many conferences of leaders of the two groups with Kircher and representatives of the California labor movement.

Lack of Positive U.S. Shipping Policy Hits Repair Yard Manpower Needs

Despite the repeated warnings sounded over the years by maritime labor, the Federal government's failure to heed the need for a positive shipping policy is plaguing the nation's shipyards. The reactivation of merchant vessels

from the mothball fleet for service in Viet Nam operations has been slowed down because of a lack of skilled and unskilled ship repair workers who have left the declining industry as a result of governmental indifference to the necessity for a strong and stable maritime operation.

Dwindling work opportunities in recent years have so depleted the shipbuilding industry's reservoir of manpower that it does not have enough men to meet present demands.

Several shipyards on the Atlantic Coast have not even bid on the reactivation work on ships which the Maritime Administration recently pulled out of lay up. Lack of manpower is acknowledged as one of the factors affecting their bidding capabilities.

Steady Warning

Page Groton, director of the AFL-CIO Boilermakers and Iron Shipbuilders Marine Council, told the SEAFARERS LOG that the

shipbuilding unions have been warning the Government of the increasing shortage of workers for years.

Groton said that without steady employment opportunities these workers have gradually been leaving the industry. "We have said it again and again," Groton said, "before Congressional committees and everywhere else that we could—but the Government has been deaf."

Now that the shortage of shipyard workers is affecting the work on ships pulled out for Viet Nam service, the point is being understood, Groton said.

To date about 150 merchant ships have been ordered out of the lay up fleet, with more than 100 of them in service. On the East Coast the Maritime Administration issued invitations to bid on the reactivation work to about 30 qualified yards from Boston to Jacksonville.

Shipyard officials have pointed out that the shipyard labor force was getting thin in several port cities. The recent closing of the Brooklyn Navy Yard was expected to make hundreds of skilled workers available for work in private ship repair yards, but they have disappeared. A repair plant official in New York said that the shipyard industry cannot attract men because it offers only temporary work.

Another shipyard representative said there must be longer range work opportunities for the men we are trying to attract.

The need for a permanent policy with respect to the shipbuilding section of the maritime industry was one of the major points stressed at the recent conference in Washington called by the American Committee to Save Our Shipping, sponsored by the AFL-CIO Maritime Trades Department and the Maritime Committee.

Norfolk Pilot Crews Go SIU In NLRB Vote

NORFOLK—The SIU Inland Boatmen's Union has won an overwhelming National Labor Relations Board election victory at the previously unorganized Virginia Pilot Association here. The election was conducted on July 27.

The 41 employees of the association voted for the SIU-IBU as their bargaining agent by a count of 28-10, with ten votes for no union. The employees represented the crews of the pilot boats M/V Va., and M/V Relief, in addition to six dispatchers and three chauffeurs. Up until the SIU-IBU election win, the association had resisted union organizing efforts for the 100 years of its existence.

Report of International President

by Paul Hill



Reports from Washington indicate that the Government has just about reached the bottom of the barrel as far as Reserve Fleet Victory ships are concerned. The latest callup of 10 more ships as part of the Vietnam buildup leaves only an estimated 54 more Victories in the Reserve Fleet, most of these in pretty poor condition. When they are gone, or if they are found to be in such a state of decay that they cannot be reactivated, the Government will have to start pulling out Liberty ships to keep up with growing Vietnam supply demands.

Such a necessity would be ironic in view of history and the many warnings which the SIU and other maritime unions have continually given the Government not to repeat the mistake of the past by allowing the merchant fleet to decline to the point where it cannot meet our vital supply needs in time of an emergency.

The Liberty type ships were themselves emergency-built early in World War II to fill the gap in our tonnage capability that developed through Government neglect of maritime after the crash building programs of World War I. They were stop-gap measure, and their deficiencies were so evident that just one year after the first Liberty's keel was laid, the Victory type was designed and put into production.

These Liberty ships are now about 25 years old, and much the worse for wear, but they are all we have left to put into service. Plodding along at probably considerably less than their rated speed of 10 knots, they will be carrying badly-needed supplies to our fighting men in Vietnam. Twenty years of Government neglect of maritime since the end of World War II has again left the nation without a sufficient merchant marine to meet its vital needs.

Numerous warnings by maritime unions, enlightened legislators and concerned citizens about the steady decline of the U.S. merchant fleet have been ignored in the past by the bureaucrats of those Government agencies which are supposedly responsible for maintaining a strong merchant marine adequate to the nation's needs.

Putting the old Libertys back into service would be the last step the Government could take to avoid facing up to the truth about the inadequacies of our maritime capability, because after the Libertys the nation has nothing left to fall back on.

A shameful statistic is again before us. The world has reached an all-time shipbuilding high while the United States still languishes as a tenth-place shipbuilding nation.

Lloyd's Register of Shipbuilding revealed that there is a record 11.8 million gross tons of shipping being built or on order. The American-flag fleet's share is 385,571 tons. We are behind such nations as Communist Poland and little Holland.

All this is happening while the Administration persists in an ostrich-in-the-sand attitude towards the United States merchant marine. But not only is the fleet ignored but the law is deliberately being broken.

The Defense Department has let a contract with British shipyards to construct two Navy survey ships, a policy move that is definitely against the law.

The Defense Appropriations Act requires that none of the money for the construction or conversion of any naval vessel be spent in foreign yards for the purpose of constructing the hull or superstructure of any Navy ship.

The reason that the Defense Department gives for its flouting of the law is that the contract award is a sort of money "gift" to Great Britain to offset heavy expenditures that it has made here for military supplies.

We have heard similar arguments before when Government agencies were searching desperately for an excuse for circumventing the intent of Congress in regard to maritime policy. None of these arguments has ever stood up under careful scrutiny.

This latest excuse is just another attempt by a Government agency to explain away their blatant circumvention of laws designed to protect the American maritime industry.

Reserve Fleet Nears Bottom of Barrel With Break-Out of Ten More Vessels

Reports from Washington indicate that the United States will soon be scraping the bottom of its reserve ship fleet barrel.

A government source said that the latest call-up of ten Victory ships leaves only 54 Victories in various Federal Reserve Fleets around the nation. These Victories are in comparatively worse shape than the ones recently reactivated.

The Government spokesman said that there would soon be nothing left to break out of the Reserve fleets except the mothballed Liberty ships of World War II and Pre-World War II vintage.

Several of the vessels recently ordered out of the reserve fleet by the Military Sea Transportation Service will be operated by SIU-contracted companies. They include the Joplin Victory, operated by Marine Carriers Corporation,

the Baylor Victory, operated by Victory Carriers and the Albion Victory, operated by Bulk Transport.

The vessels are reactivated in order to maintain the nation's sea-lift of supplies to Viet Nam.

The Navy said that the ships now being broken out of the reserve fleets will not be ready for service until October. The list of vessel taken from the fleets now stands at 151. In addition to these Government-owned ships the Navy has chartered close to 100 privately-owned American-flag merchant ships to supply Viet Nam.

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Sen. Brewster Hits McNamara For Anti-U.S. Shipping Views

WASHINGTON—Suggestions by Secretary of Defense Robert S. McNamara urging the elimination of U.S. Cargo Preference laws for all except military cargoes, have come under strong attack from Senator Daniel Brewster (D-Md.), who warned that McNamara's proposed scrapping of the cargo preference laws "would be disastrous" if put into effect.

McNamara's statements urging the end of 50-50, which were made earlier this year before a House appropriations subcommittee but only recently released, brought sharp and immediate criticism from all segments of maritime labor and industry and from U.S. legislators as well.

In his testimony before the House subcommittee, McNamara told the legislators "I will say without any qualification that I can see no excuse for insistence on the use of U.S. bottoms for shipping anything other than military goods as a foundation for maintaining a merchant marine capability for defense purposes."

The Secretary of Defense insisted that "we have an adequate merchant marine, and we can maintain one without this (cargo preference) requirement." He repeatedly insisted that an adequate active merchant fleet was available to defense, and would, with or without the reserve fleet, "or from the fleet that would exist without this requirement that agricultural products or some other products, be shipped to such and such a degree—50 percent, or whatever it may be—in American bottoms."

Views Attacked

These contentions by McNamara were sharply attacked by Senator Brewster as "another illustration of Mr. McNamara's incredible failure to understand the role of the merchant marine in our national defense," and added that adoption of the Defense Secretary's proposals "would be disastrous" to the U.S.-flag merchant

fleet and the nation's defense capability.

"If we restrict our cargo preference to military goods, as the Secretary seems to be suggesting," Senator Brewster pointed out, "then our total cargo capacity will shrink. Our fleet will carry an even smaller share of foreign commerce—it only carries 9 percent now. If our military requirements expand, we will be unable to meet them. Already military authorities say that our fleet could not handle a second battlefront."

The Maryland legislator attacked both McNamara's proposals for the elimination of 50-50 and his plans to put the shipments of military cargoes on a competitive rate basis rather than a negotiated one.

'Disastrous' Suggestion

"Despite Secretary McNamara's preference for air transportation," he said, "he knows very well that 98 percent of our growing military cargoes to Vietnam are carried by sea. The adoption of his suggestion would be disastrous. We must not abandon our program of preference for both military and non-military cargoes, and we must not turn the military cargo preference into a chaotic and disruptive competitive bidding system."

The anti-cargo preference proposals recently voiced by Defense Secretary McNamara are merely the latest of many attempts he has made to downgrade the importance of the U.S. merchant marine and violate the intent of Congress in providing aid to the U.S. merchant fleet in the face of mounting evidence of the vital importance of a strong merchant marine to the peacetime and national defense needs of the nation.

Join Fight to Save Maritime; Write Your Congressman, Now!

Legislation to create a new Department of Transportation which would lump the Maritime Administration and 10 other Federal units into one agency is expected to be the subject of debate in the House of Representatives within the next week or 10 days.

This legislation is being opposed vigorously by the SIU and all other AFL-CIO maritime unions because it would further jeopardize U. S. shipping. The unions are urging instead that the Maritime Administration be reconstituted as a completely independent agency. They point out that lumping the Maritime Administration along with the other agencies into a single department would lead to further serious weakening of the nation's merchant fleet.

This matter is of vital importance to the future of the merchant marine and all Seafarers should join in the fight to save their industry by immediately writing or telegraphing their Congressmen, urging them to keep the Maritime Administration out of the Department of Transportation and to make it a completely independent agency.

A complete list by States of the members of Congress was printed in the June 24, 1966 issue of the SEAFARERS LOG, copies of which can be checked at any SIU hall.

Write your Congressman now! Tell him to oppose the plan to put the Maritime Administration in the new Department of Transportation. Tell him that for the merchant marine to survive and grow it must be under an independent Maritime agency.

Help in the fight to protect your industry and your jobs!

58 SIU Men Licensed As Engineers As 12 More Complete Union Course

Twelve more Seafarers have passed the U. S. Coast Guard examination and have been issued their engineers licenses after attending the training school jointly sponsored by the SIU and District 2 of the Marine Engineers Beneficial Association. A total of 58 Seafarers have now received their

SIU as oiler, and fireman water-tender, joined the Union in 1943; Thomas W. Barnes, 31, a union member since 1962, who sailed as oiler and fireman watertender;

The newly-licensed engineers are sailing or about to sail in engineer berths aboard American-flag ships. Of the SIU men who recently passed their Coast Guard examination eight were licensed as Third Assistant Engineers and four received their licenses as Second Assistant Engineers.

Those SIU men who passed their Coast Guard examinations this week and were licensed as Second assistant Engineers are:

James Michael Faust, 55, a Seafarer since 1955, has sailed as an oiler and in other engine department ratings;



Faust



Reed

Franklin F. Reed, Jr., 51, a member of the SIU since 1943; I. Pedersen, 38, an SIU member since 1952.



Pedersen



McCormick

Edward McCormick, 47 years old, who sailed as a fireman and oiler and has been a member of the SIU since 1952.

The newly-licensed Third Assistant Engineers are:

James M. Young, who sailed as fireman-watertender, is 31 years old and has been a member of the SIU since 1961;



Young



Valdson

Herbert Valdson, 54, who has sailed in most engineroom ratings, has been a member since 1963;



Michaels



Foley

Charles Michaels, 49, has been sailing in various engine room ratings since joining the SIU in 1955;

George Foley, Jr., 42, for twenty-three years sailing with the

SIU as oiler, and fireman water-tender, joined the Union in 1943;

Thomas W. Barnes, 31, a union member since 1962, who sailed as oiler and fireman watertender;



Barnes



Weise

William Weise, 42, an engine room SIU member since 1943 when he joined the Union in New York;

David McGrath, 28, an SIU member since 1959, who sailed as oiler;

Richard Vincent, 34, an oiler who has sailed with the SIU since 1962.

The SIU-MEBA District 2 training program is the first of its kind in maritime history. It assists engine department seafarers to obtain instruction in preparation for their Third Assistant Engineer's license, Temporary Third Assistant Engineer's license, or Original Second Assistant Engineer's license in either steam or

motor vessel classifications.

The training school is operated under a reciprocal agreement between the SIU and District 2 of MEBA. SIU men who enroll in the program are provided with meals, hotel lodging and subsistence payments of \$110 per week while in training.

Engine department Seafarers are eligible to apply for any of the upgrading programs 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 months' experience as a wiper or equivalent.



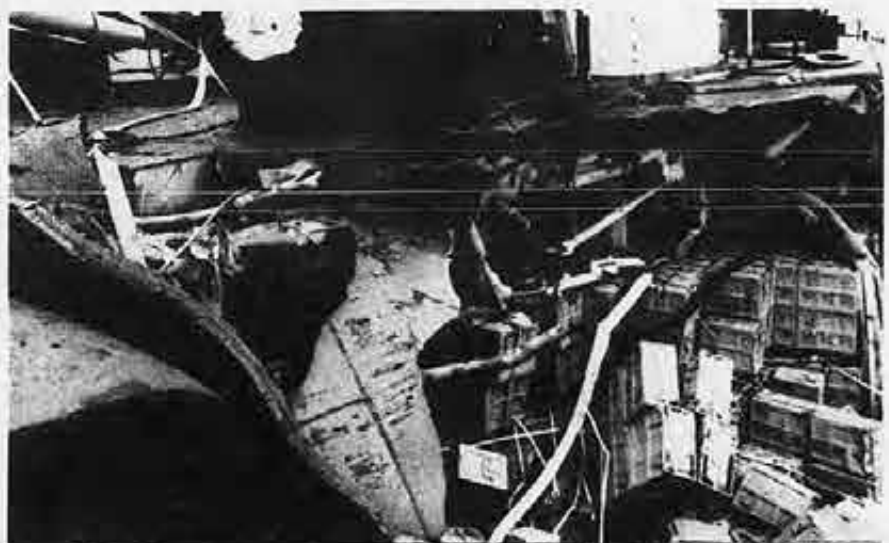
McGrath



Vincent

SIU engine department men interested in the program should apply immediately, or obtain additional information at any SIU hall, or directly at SIU headquarters, 675 Fourth Avenue, Brooklyn, New York 11232. The telephone number is HYacinth 9-6600.

Freighter Collides With Transpacific In Tokyo Bay; All Hands Are Safe



Deck plates ripped away in collision with Liberian-flag vessel off Tokyo Bay reveals part of Transpacific's ammunition cargo. Fortunately, there was no fire and no Seafarers were injured.

Quick action by the crew of the SIU-contracted freighter Transpacific avoided a catastrophe after the vessel collided with the Liberian freighter Union Venus in poor visibility off the narrow mouth of Tokyo Bay.

The Transpacific, loaded with volatile cargo, suffered a 35 by 18-foot hole ripped from the deck to the keel. A Seafarer describing the incident to the LOG said it was "as if it were being made by a giant can opener."

Seconds after the collision, the entire crew sped to the impact area to fight what was thought of first as being a fire. But "luck was on the side of the seamen," a crew member said, "because when the water hit the breakage, the smoke was still white and signified that it was not a fire but a ruptured line."

The Liberian freighter stood by for a short while to see if there was anything it could do to aid

the Transpacific. It then left the scene, apparently none the worse for its encounter.

The Transpacific limped into the United States Naval Base at Yokohama under its own power and managed to safely unload its dangerous cargo.

"It's a miracle how you guys survived such an impact," one expert said. "If the ship did blow up, it would have blown up the city of Yokohama too."

The Transpacific's master praised Seafarers aboard the vessel for expert seamanship "in such a precarious situation." The freighter then put in for repairs that took two and a half weeks at a Yokohama yard.

Letter of Protest Scores Defense Department

Shipbuilders' Union Blasts Navy Plan To Build U.S. Ships in British Yard

WASHINGTON—Defense Department plans to construct two naval survey ships in British shipyards have been sharply denounced as an outrageous threat to the welfare of the entire U.S. shipbuilding industry.

In a letter to Secretary of Defense Robert S. McNamara, John J. Grogan, President of the Industrial Union of Marine and Shipbuilding Workers of America, asked if the Defense Department was planning to "repeat the bankrupt, short-sighted, indifferent and dangerous policy with the construction of naval vessels that has played havoc with our merchant shipbuilding industry?"

Noting a recent report of a

Senate Subcommittee investigating national security, which called shipyards "the taproot of a nation's sea power," Grogan pointed out that over twenty American yards have gone out of business during the past fifteen years because of insufficient work volume.

"The last ten years has witnessed the greatest migration of skilled shipyard workers to other industries," Grogan noted. "The shipyard mechanics, with decades of experience in their specialties,

have abandoned the industry because of the insurmountable hardships and obstacles in obtaining steady, uninterrupted work."

In protesting the proposed building of U.S. naval ships in foreign yards, Grogan warned that "There is no easy shortcut for providing shipyard skills vital in a crisis," and that the reasons given by Government agencies for following policies that are putting U.S. shipyards out of business "... will be no substitute for the manning of our yards in the event of war."

The serious danger to our national security brought about by the continuing deterioration of our shipbuilding and ship repair capability has been spotlighted recently by the difficulty reported by the Marine Administration in finding qualified shipyard and skilled shipyard workers to reactivate vessels from the reserve fleet pressed into service for the Vietnam emergency.

Shortages of ship repair facilities and of skilled shipyard workers has been blamed for slowing down the pace of reactivation of the old, World War II ships, which need extensive repairs before they can be placed into service.

The heavy shipping needs of the Vietnam emergency has borne out these warnings. The U.S. merchant fleet has shrunk to the point where 152 old ships have been ordered out of mothballs to fill the shipping gap. The deterioration in our ship repair capability has made it difficult to even reactivate these old vessels. Yet pleas by the SIU and other maritime unions for a strong and positive maritime policy to reverse this trend continue to go unheeded by those Government agencies responsible for maintaining a strong U.S. maritime.



The Atlantic Coast

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

Senator Clifford P. Case (R-N.J.) has introduced legislation to lessen the navigational hazards in congested Newark Bay. He stated that the traffic has almost doubled between 1954 and 1964 and that during that period there were ship accidents.

The Senator's bill would widen a portion of the ship channel in Newark Bay and dredge areas where two ships are able to maneuver. The Newark Bay channel would be widened from 400 to 700 feet for a short distance both above and below the Jersey Central Drawbridge. The Army Corps of Engineers said that this would make it easier for larger cargo ships to align themselves with the drawbridge before passing beneath it.

New York

Seafarer Red Ratcliff has recently returned from a vacation trip in Illinois. Red is now looking for a coastwise run or something going to Puerto Rico. After leaving the Arizpa, Francisco Sarmiento is considering a rest on the beach before berth-hunting again. Sarmiento had spent a year on the Arizpa. Around the hall, looking for a long trip as a chief steward is L. Krawczyk. E. T. Glazdez came by the hall and picked up a job as third cook on the Duval. The Duval will soon be sailing for the Mediterranean.

Baltimore

Last on the Del Norte, Stanley Edwards is now looking for a billet as a BR on a Far East run. Jessie Winfield, an SIU veteran of 22 years; he just finished six months as messman on the Calmar. Waiting for a coastwise run to come along Bill Kehrwieler is relaxing after his last ship, the Chilore.

Boston

Happiness is the family and summer and home for Seafarer Maurice McCarty. He was last on the Elizabethport. Just off the Malden Victory, Bosun John "Fish" Rubery is glad to lounge on the beach for a spell, but he's keeping an eye out for another slot. Armos Jansson, a twenty year SIU veteran,



Jansson

is on the beach taking it easy for a while.

Philadelphia

Mike Schalestock, a twenty-year Seafarer, is in drydock for the time being. Mike is anxious to ship out again soon. Francis Sortillo is watching out for a Steward Dept. job, Carpenter Ed Johnson will take the first berth that shows. Recently off the Steel King, Winfield Downs is relaxing on a well-earned vacation.

Norfolk

After setting up a new place to hang his hat Vince Sherwood is looking for another trip to Viet Nam. Roddy Nelson, recently off the Sapphire Etta, has renewed his clinic card and looking for a chief electrician's job. The Duval has laid up and



Chief Cook George Aban had to give her up. George said he enjoyed the trips and that the Duval was a good ship. Looking toward the Far East, Lacy Walker recently finished a trip on the Steel Chemist.

Puerto Rico

The SIU-Puerto Rico Division has filed a complaint with the National Labor Relations Board charging that the Shell Oil Company has illegally discharged about ninety employees. Informational picket lines were placed around various Shell facilities to assist in the battle to reinstate the fired workers.

After keeping the winches in shape on the Maiden Creek, Justo Velazquez is spending a few days with his family before going to New York to enroll in the joined SIU-MEBA District 2 engineer training program. Seafarer Joaquin Maldonado will not be in circulation for about a month. Maldonado seriously injured his arm recently.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Endorsements for four judgeship races in New Orleans have been made by the Greater New Orleans AFL-CIO Committee on Political Education (COPE), and the Maritime Trades Council of Greater New Orleans and Vicinity of which the SIU is an active member. The Democratic primary will be held August 13, 1966.

Endorsed in the New Orleans races are Judge Arthur J. O'Keefe, for Section A, First City Court; City Councilman Walter Marcus, Jr., for Section I, Civil District Court; Maurice B. Friedman and Louis P. Trent to fill the two new Traffic Court judgeships.

These men were endorsed by the Maritime Trades Council and the SIU because of their public records, qualifications, and favorable attitudes toward issues affecting the working men and women of New Orleans. All members are urged to work and vote for the election of these candidates and all labor-backed candidates throughout the State of Louisiana in the coming Democratic primary of August 13, 1966.

SIU men who have the necessary seetime are urged to go up for FOWT or AB tickets. With quite a few SIU members taking advantage of the joint SIU-MEBA District 2 upgrading program there is a greater opportunity for SIU members who get their FOWT papers to further upgrade them. Information on upgrading is available at all SIU halls.

New Orleans

Stanley Hawkins, recently off the Del Mar for an operation, is now fit for duty after convalescing at his home among the pines in Kentwood, La.



Hawkins

While on the beach Walter Harris is campaigning to make his daughter queen of the Ebenezer Baptist Church. Just off the Alcoa Commander, Harris is waiting for his fit-for-duty to take another Steward Dept. slot. Still on the beach after a shoreside accident William Meehan is mak-

ing a fast recovery. He was last on the Del Santos where he made two trips. After five-and-one-half months as chief cook on the Del Sol, Joseph (Champ) Barron is spending some time on the beach parlaying the nags. He says he enjoys sailing the new Delta Line ships very much.

Resting after seven months as Bosun on the Steel Advocate, C. P. (Jack) Diltz says she was such a good ship, crew and run and that he hated to get off. Jack is now looking for a Deck Dept. slot, preferably a bosun's job.

Houston

Just off the Delta Line romance run, engineman E. S. Johnsen is looking to ship out again. Deckman W. Fontenot is now on the beach and looking for a long, long trip.

Mobile

Albert A. Richards is currently taking it easy on the beach after sailing on the Oakland. Richards,



Richards

a long-time SIU member, makes his home in Mobile. Ready to go, preferably on a tanker, A. J. Melanson is watching the board. He was last on the Ocean Ulla, Albert Masciolo is off on a vacation around his home up in Minnesota. He recently spent a year on the Council Grove on the grain run.

Also off on vacation up in Newfoundland is William T. Roche. Roche finished two years on the Alcoa Ranger. Another veteran of the bauxite run who's on the beach, Herman H. Hickman, recently paid off the Alcoa Runner. Hickman makes his home in Montgomery, Ala.

Six Additional Seafarer Veterans Added to Roster of SIU Pensioners



Warren Setliff Nugent Ayers Montcalm Godwin

Six more Seafarers have been added to the steadily growing roster of SIU veterans who are now collecting \$150 lifetime pensions. The latest additions to the pension rolls are: Sam Setliff, William Nugent, Robert Ayers, Robert Montcalm, George Godwin, and Truman Warren.

Setliff joined the union in New York. He was born in Virginia and resides in Westport, Conn. with his wife, Sarah. Setliff was a member of the Deck department. His last vessel was the Seatrain Savannah.

Nugent joined the SIU in Frankfort. Born in Michigan, he was a member of the Engine department, sailing as an oiler. He lives in Frankfort with his wife,

Emma. His last ship was the Ann Arbor.

Montcalm sailed in the Steward department and joined the SIU in San Francisco. Born in Florida, he resides in San Francisco with his wife, Lillian. His last vessel was the Norberto Capay.

Ayers joined the union in the port of Mobile and sailed with the Steward department. He was born in Washington and resides in

Houston. Ayers last sailed on the Express Virginia.

Godwin joined the union in the port of Baltimore and sailed in the Deck department. He was born in Baltimore and resides there with his wife, Myrtle.

Warren joined the union in Elberta, Mich. He sailed in the Steward department. Born in Michigan, he resides in Frankfort with his wife, Gladys. His last ship was the Ann Arbor.

Anemia A Danger Signal, Dr. Weisberger Says

The following article dealing with the diagnosis of anemia as a medical tool in the treatment of other diseases was written by Dr. Austin Weisberger, brother of SIUNA Vice-President Morris Weisberger, who also serves as Secretary-Treasurer of the Sailors Union of the Pacific.

Dr. Weisberger, who has won worldwide renown for his research on diseases of the blood, including leukemia, is Professor of Medicine at Western Reserve University in Cleveland and Chief of the Department of Medicine at Cleveland University Hospitals.

The article below is reprinted in its entirety from the Thursday, June 23, 1966 edition of the Cleveland Plain Dealer.

There are certain complaints which you may have which will cause you to seek medical attention. For instance, you may consult your doctor because of fever, loss of weight, a lump, shortness of breath or because of a pain.

None of these symptoms tells exactly what is wrong with you, but they indicate that something is wrong. Because of this, your doctor will examine you and do various tests to get at the basic difficulty.

This is exactly what he must do if you have anemia. In other words, anemia is a sign that something is wrong.

If you have anemia, you may complain of weakness, fatigue, shortness of breath or you may just not feel well. Now, you can get these symptoms in many other conditions even when you don't have anemia. Therefore, your doctor will do a number of blood tests to make sure you do have anemia.

Not all anemias are the same. In certain diseases which cause anemia there may be specific changes in the size or shape of the red blood cells as well as a decrease in the number of red blood cells.

Strangely enough, the amount of hemoglobin within the cells and the amount of iron in your body may actually be increased in some anemias rather than decreased.

Fortunately, a large number of tests are available to help your doctor determine which kind of anemia you may have. These tests in turn will help him decide what is causing the anemia and may even lead to an otherwise obscure diagnosis.

The causes of anemia are many and include such underlying conditions as kidney disease, liver disease, glandular disorders, hidden infection, cancer or blood loss.

Because of these different causes, not all anemias respond to the same type of treatment. As a matter of fact, in most instances each type of anemia responds to only one particular type of treatment, and other treatments are not effective.

Therefore, I want to emphasize that the term anemia is not a diagnosis. Anemia is almost always a sign of the presence of an important underlying disease. Careful and extensive diagnostic tests may be necessary to establish the cause.

If you start treatment without determining the cause of the anemia, the treatment may not be effective but, what is worse, it may also disguise an important danger signal and make it hard to figure out what is causing the anemia.

Iron deficiency anemias are a striking example of the importance in making a diagnosis. In these anemias the red blood cells are small and contain a decreased amount of hemoglobin.

In addition, the amount of iron in the blood is low. Now doctors have learned that when they find this particular type of anemia, it means that in almost all cases the patient is losing blood somewhere. The loss of blood may be from a stomach ulcer, or some obvious cause such as extensive nose bleeds, heavy menstrual blood flow and other benign conditions.

However, a common cause of blood loss which should be looked for in certain age groups is an intestinal cancer. If this cause of the blood loss is looked for and discovered soon enough, surgical removal and cure of the cancer is frequently possible. If there is too long a wait, surgical removal and cure may not be possible.

Anemia, in these cases, signals a hidden danger and treatment without looking for the cause may lead to a dangerous delay.

European Common Market Nations Plan Increased Shipbuilding Subsidies

While the United States is sitting on its hands and doing nothing to modernize the nation's inadequate shipbuilding subsidy system, Common Market countries are planning a series of ship construction subsidies that will enable them to build up their fleets and compete in the world market.

The American Government, by contrast, is destroying what little is left of our shipbuilding industry by allowing construction of some naval warships abroad and by toying with the idea of building American-flag merchant ships in foreign yards.

The Common Market, also known as the European Economic Community, was formed in 1958 to provide its members with a larger market place to do business. Member nations are France, Germany, Holland, Italy, Belgium and Luxembourg.

Within the Common Market, industries have been able to effect a greater economy in production and compete with larger industrial nations. New industries also sprang up because of the needs of the expanded market. Where it once was uneconomical for a manufacturer in a small nation to make specialized goods because of limited demand, it has now become profitable within the Common Market.

Common Market officials are also using the advantages of the larger market area to improve shipbuilding. They feel that a united effort in shipbuilding is essential to their member nations in order to operate profitably in ship construction.

The Common Market Commission plans call for a flat ten per cent subsidy for each ship ordered. This, they feel, will offset the government aid given the heavily subsidized Japanese yards.

Despite various national differences, Common Market shipbuilders expect the new subsidies to enable them to compete with the Japanese who now construct the greatest amount of shipbuilding tonnage of any nation in the

world. Under proposed plans, member nations will each be able to attach specific conditions to the subsidies individual yards will be given.

The ten per cent subsidy level is expected to be high enough to allow competition with the huge Japanese yards as long as Common Market shipbuilders create super-size ship construction facilities, similar to those operated by the Japanese.



The Great Lakes

by

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

We will begin to vote crews on August 1 aboard all SIU Gt. Lakes District contracted vessels for the election of Union officers. The balloting will take place all through the month of August and we will be contacting most of the crews in the Ste. Claire River at Algonace. The patrolmen will be boarding vessels with the ballot boxes to give all crewmembers the opportunity to vote aboard ship. Members on the beach, of course, can vote in the Union halls.

Robert Rafferty shipped as cook aboard the Boland self-unloader

J. F. Schoellkopf. Bob was on the beach for a few weeks waiting for the right ship. Joe Arnold and Vern Ratering shipped as cook and porter on the tug Coode. Brother Ratering recently paid off after a month trip out on the Coast and is taking it easy just shipping relief jobs.

"Scottie" Quinlivan is back sailing again as wheelsman on the Joe Young after quitting the U.S. Gypsum for a shore job with the riggers. Scottie said he couldn't save any money working on the beach. Neil Mahaney and Ray Klien, oiler and gateman off the A. E. Cornelius, stopped in the hall to pick up their clearance cards after a 15-day vacation leave. Neil and Ray said they had a good time but are ready to re-

turn now and finish the season.

Duluth, Frankfort, Chicago, Cleveland and Buffalo all report good shipping and these ports have plenty of jobs open for rated men.

Negotiation talks are continuing relative to setting up an industry-wide vacation plan on the Great Lakes. The membership will be kept posted through the SEAFARERS LOG and at the membership meetings on all phases of these negotiations.

Reuss (D-Wis) has indicated that he will introduce a bill making it unnecessary to raise tolls on the St. Lawrence Seaway. Reuss contends that even a limited increase in Seaway tolls will endanger traffic, causing it to shift to other ports and to competing means of transportation.

Reuss' solution revolves around changing the present system of financing the Seaway. His bill would change the status of the Federal government's investment in the Seaway from that of a repayable loan to one of a permanent investment with a fair return accruing on that investment perpetually.

Add Eight Ships To Cuba, Hanoi Trade Blacklists

WASHINGTON—The Maritime Administration has added seven more ships to the blacklist of vessels that have called at ports in North Vietnam since last June 25, bringing the total of ships on that blacklist to 24.

In addition, one vessel was added to the blacklist of ships in the Cuban trade, raising that list to 253 ships.

Of the 24 ships now on the blacklist for trading with North Vietnam, seven are British, four Cypriot, two Greek, one Maltese and 10 Polish. The vessel added to the Cuban blacklist was a Cypriot-flag ship, the Ammon.

There are eight vessels which appear on both blacklists for having violated U.S. policy by trading with both Cuba and North Vietnam. These include the Ammon and three other Cypriot vessels, three British-flag ships and one Maltese.

Vessels on either blacklist are barred from carrying any United States Government-financed cargoes, such as defense supplies, surplus food or foreign aid shipments. They may regain their eligibility if their owners give the Federal Government assurances that they will never again engage in the blacklisted trade.

Exceptions are made for ships under contractual obligation made before the blacklists were made effective, but assurances must be given that these vessels will withdraw from the trade at the earliest opportunity.

SIU WELFARE, VACATION PLANS

June 1 - June 30, 1966

	Number of Benefits	Amount Paid
Hospital Benefits	6,125	\$ 63,529.14
Death Benefits	32	73,799.64
Disability Benefits	873	130,950.00
Maternity Benefits	36	7,227.50
Dependent Benefits	440	88,910.69
Optical Benefits	419	6,256.95
Out-Patient Benefits	4,742	37,931.00
Vacation Benefits	1,604	689,494.62

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD 14,271 \$1,098,099.54

Gt. Lakes Credentials Committee



SIU Great Lakes District Credentials Committee met recently at Detroit headquarters to check qualifications on nominees for office in upcoming month-long Great Lakes District elections. Committee members (l-r) are: Ernest "Scottie" Quinlivan, Vern Ratering, Joe Arnold and Robert Rafferty. Balloting will take place during August.

The Pacific Coast

by Frank Drozak, West Coast Representative



The West Coast and national jobless rate have remained unchanged at 4.7 and 4.0 respectively between May and June. Despite this, however, total employment both national and regional have risen to record levels.

Employment in California was 7.198 million last month, 4.4 per cent higher—301,000—than in June, 1965 and 74,000 higher than the previous month. Total national employment was 75.7 million—2 million more than in May.

San Francisco

This port, where shipping is extremely good, needs AB's, oilers, Electricians and FWT's.

The *Montpelier Victory*, *Pecos*, *John C.*, *Ames Victory*, *Rio Grande* and *Iberville* paid off and signed on crews while the *Bowling Green*, *Steel Flyer*, *Steel Recorder*, *Ridgefield Victory*, *Keva Ideal* and *San Francisco* passed through in transit. The port is expecting the *Lady of Peace*, *Free America*, *Brigham Victory* and *Steel Admiral* in soon.

Carlton A. Roberts, AB one of the real SIU-oldtimers, expects to catch the next ship to the Far East. **James E. Gross**, Baltimore-born and a 21-year union man, hopes to hit the first ship on the board as a cook and baker.

Wilmington

Shipping is still pretty good at this port and there are still plenty of jobs for all ratings in the deck and engine departments. Cooks and bakers ratings are also plentiful. The *Penn Victory*, *Topa Topa*

and *Steel Flyer* paid off here and two ships were signed on with 12 in transit.

Andy Ellingsen, an old-timer around these parts, has been repatriated from the *Rachel* after suffering a heart attack. He had been chief electrician on the ship for about quite some time before he became ill. Seafarers on the West Coast all wish him a speedy recovery.

Dorwin L. Coy, who had been looking to sign on as an oiler finally took a fireman's job and seeing that electricians are making a lot of money brought along a good supply of study material on how to become an electrician.

Seattle

Shipping is still good here for all ratings. Paying off in the port were the *Hercules Victory*, *Meridian Victory*, and *Belgium Victory*. The *Transnorthern*, *Duke Victory* and *Linfield Victory* were signed on since the last report and the *Portmar*, *Inger*, *Anchorage*, *Pennmar* and *Seattle* were in transit.

Dennis Brazell, who is a 20-year seafarer, piled off the *Belgium Victory* after making one trip and shipped out on the *Hercules Victory*.

THE INQUIRING SEAFARER

QUESTION: When you have a vacation, what do you like to do and where do you go?

Angel Salaman: I like to go to Puerto Rico when I have a vacation. That's where I come from and it gives me a chance to visit my wife, two kids and parents. You can have a lot of fun down there and I like to go to the beach and the race track. I always get out of New York City when I get a vacation.

Egbert Goulding: On my last vacation, I spent two weeks in Jamaica. I visited the historical spots and visited some relatives. I rode around the island and also spent some time at the mineral baths, trying to lose a little weight. As a rule, I don't go away too often, since I spent most of my time on ship. I did have a very good time in Jamaica.

Elmer Kent: I like to go to the beach, just walk along the boardwalk and buy some hotdogs. I go to Victory Lake in upstate New York, quite often. I would like to go to Spain some day on a long vacation. I've seen quite a bit of the world, but I don't think any seafarer has ever seen all there is to see.

Earl Wilcox: I usually stay at home when I get a vacation. Home for me is a marina and I do some work around the place. Sometimes I come down to the hall to visit my friends. I have a hobby of working with yachts and boats and a friend of mine and I will cruise up and down the Hudson River. I've seen a lot shipping out and there's really nothing new to see on a vacation.

Nick Sakallarides: Puerto Rico is the place I'll go when I get my next vacation. I expect to spend a few weeks there. *San Juan* and *Ponce*. It's a great place to visit as something is always going on. I come from Maryland and I go to Ocean City, quite often. It's a nice resort and a pleasant place to spend a vacation.

Albert Jensen: I just like to stay home and help my wife around the house. It's good to relax and take it easy. I spent some 40 years at sea and seen a lot and there's really no place to go anymore. I'm retiring this year and I guess I've seen enough of the world. Germany, France, Spain and Denmark are the places I've enjoyed the most.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

July 15 to July 28, 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	11	1	2	2	5	31	2
New York	66	28	48	15	21	224	76
Philadelphia	7	7	4	4	4	31	15
Baltimore	21	15	7	5	8	97	48
Norfolk	11	10	4	4	6	23	19
Jacksonville	8	2	8	6	7	16	5
Tampa	2	4	3	1	3	11	6
Mobile	19	13	14	10	2	71	16
New Orleans	47	32	35	32	13	130	41
Houston	56	23	42	28	24	186	13
Wilmington	6	10	4	11	6	21	1
San Francisco	26	23	17	18	8	51	0
Seattle	23	6	8	9	8	45	2
Totals	303	174	196	145	115	937	244

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	2	1	0	1	4	5	3
New York	50	10	25	11	10	163	33
Philadelphia	9	3	3	3	3	21	6
Baltimore	19	7	6	7	1	60	40
Norfolk	4	14	1	5	3	9	18
Jacksonville	5	2	4	3	5	6	2
Tampa	5	2	2	0	0	18	10
Mobile	9	3	8	6	3	47	13
New Orleans	27	23	28	14	5	106	68
Houston	26	18	22	21	16	89	31
Wilmington	6	3	2	3	11	11	0
San Francisco	27	10	6	4	13	55	0
Seattle	7	7	10	5	8	20	7
Totals	196	103	117	83	82	610	221

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	0	1	0	2	11	2
New York	62	31	48	21	16	124	74
Philadelphia	7	5	2	3	4	17	9
Baltimore	18	19	11	11	7	62	36
Norfolk	8	6	3	5	5	11	10
Jacksonville	4	3	6	4	11	3	3
Tampa	4	1	1	0	0	11	6
Mobile	13	9	19	10	2	34	7
New Orleans	38	36	36	26	13	73	45
Houston	34	41	39	38	18	83	110
Wilmington	6	2	7	2	13	13	1
San Francisco	13	16	9	8	7	32	0
Seattle	14	6	14	6	6	28	2
Totals	224	175	196	134	104	502	305

Gov't May Be Waking Up to Need For Protecting U.S. Fishing Industry

The United States, with some of the largest—but long-neglected—natural fishery resources in the world, may finally be taking steps to put new life into the nation's ailing fishing industry.

If it does, it will mean that the efforts of the SIUNA and its affiliated fishermen's unions, which have been waging a strong fight to obtain Federal action to protect the domestic fishing industry, have not been in vain.

Pressures from foreign fishing sian, who have been profitably fleets, notably Japanese and Russian working the fish-rich coastal waters off the United States, caused Congress to seek ways to halt the decline of the nation's fishing industry.

They have begun by making funds available for the development of new fishing grounds, spurring the catch of new fish species and finding ways to have fishing boats land higher quality products faster or to land fish of higher value.

Moves are also afoot to change the nation's traditional three-mile limit to twelve and building newer more efficient fishing boats.

Cannot Compete

American fishermen sailing small coastal boats cannot compete with the large fishing expeditions sent out by Russia and Japan.

Robert F. Allen, of the Marine Design Co., Seattle, testified before the Marine Technology Society in Washington that:

"The psychological effect of fishing on an American vessel of 70-80 feet with 300 to 400 horse-

power, alongside a modern Russian or Japanese trawler three times the length and with three or four times the horsepower is indeed demoralizing."

The fishing industry has been going downhill along with the rest of the American-flag merchant marine because of Governmental indifference. The United States, which has the world's richest fisheries has now become a fish-importing nation.

Imports Up

Last year was the third consecutive year in which the United States held the role of the world's largest fish importing nation.

Japanese exports of canned mackerel to the United States in 1965 increased to a total of about 86,000 cases. One of the contributing factors was the poor catch that the small American-flag boats were able to land off the California coast.

Secretary of the Interior **Robert Udall** noted in 1964 that over half of the nation's fish and shellfish supply was of foreign origin. The estimated weight of edible and industrial fishery products imported that year came to 7,509 million pounds, 62 per cent of the total United States supply of 12,032 pounds.

The United States Navy is supporting legislation to extend the fisheries jurisdiction of the United States to 12 miles off shore. Rear Admiral **Wilfred Hearn**, Judge Advocate of the Navy told the House Fisheries Subcommittee that the new 12-mile limit can be supported legally under international law, but that any further limit cannot.

Navy Approves

He said that the Navy has always opposed any extension of the three mile limit but is now accepting the position outlined by the State Department that fishing rights and sovereignty can be separate.

Many maritime experts maintain that a nation's sea limits can be extended as far out as its navy is able to defend.

Explaining the Navy's position on sovereignty of the seas, **Admiral Hearn** said, "We consider it imperative from the standpoint of security, to preserve the right of freedom of navigation on the high seas for warships and aircraft."

"We believe that our security interests are best served when nations are limited to narrow territorial seas which interfere only slightly with this freedom of navigation."

Labor-Backed Medical Aid Bill Becomes Law in N. Y. State

Passage of New York's new medical assistance law providing almost total tax-paid health care for an estimated 7 million low-income persons was a high point of labor-backed achievements at the six-month session of the state legislature.

For example, a family of four with one wage earner, with \$6,000 income after taxes, half that amount of savings and a maximum \$1,000 face value of life insurance for each person, would be eligible under the new law for tax-paid hospital, medical, surgical, dental and optometric care, drugs, plasma, X-rays, dentures, eye-glasses and many other needs after paying an initial \$60 to \$70 toward such costs.

With a split legislature, the New York State AFL-CIO saw a score or more of bills on its program passed by the overwhelmingly Democratic Assembly but quietly killed by being held in committee in the Republican-dominated Senate.

A major disappointment was the Senate refusal to bring to a vote, after it was reported out, a bill to update workmen's compensation benefits still tied to wages of up to 40 years ago.

A similar bill had received overwhelming bipartisan approval a year ago, only to be vetoed by Gov. Nelson A. Rockefeller on grounds of alleged inadequate financing. This objection was fully met by the 1966 draft of the bill, State AFL-CIO Pres. Raymond R. Corbett noted as he pleaded unsuccessfully for passage on behalf of disabled workers and the widows and children of those killed on the job.

On the plus side were enactment of the \$1.50 state minimum wage, approved despite vetoes of two such bills a year ago, admission that the state's public worker labor relations law was a failure through passage and signing of bills exempting transit, welfare and ferry workers from any of the punishment mandated by the law, and a measure prohibiting firing of a worker because of a single wage garnishment.

Different bills to ban use of one so-called lie detectors by employers to screen workers were passed by each house of the legislature, but became victims of inter-party conflict. An anti-professional strike-breaker measure was reported out but was never allowed to come to a vote in the Senate.

Among more than 30 other labor-endorsed measures that became law—others still await signature or veto—were bills that give labor relations rights to employees of non-profit restaurants and hotels, return to longshoremen and their employers the right to limit inflow of casuals to waterfront jobs and assure a guaranteed annual wage to permanent workers, apply workmen's compensation coverage to farm workers, extend the home-work industry ban to include mailing operations, create a major construction fund for expansion of the New York City University, and provide a fairer share of state education aid for city school systems.

LABOR ROUND-UP

Bad faith bargaining has shut down 10 Nabisco plants all over the country. A strike by 130 bakers for a first-time contract at the newest National Biscuit Company plant was forced when management offered them wages 25 cents an hour below the lowest rate in any other Nabisco plant.

Hunter College High School students in New York are firmly behind the International Ladies Garment Workers Union boycott of Judy Bond blouses. The juniors at the school voted to buy a union label blouse as their official class blouse, reversing an earlier vote for the Judy Bond blouses. The union charges that Judy Bond "ran away" from a union contract and opened a non-union shop in the South. Buying the banned blouse, a Hunter College High girl said would "be worse than crossing a picket line."

John A. Sessions, assistant director of the AFL-CIO Department of Education, has been named a member of the District of Columbia Board of Education. He was one of three new members appointed by the judges of the District Court to fill vacancies caused by resignations. Sessions is a vice-president of the Washington Chapter of Americans for Democratic Action and is regarded as an authority on educational legislation, new teaching methods and school financing.

Martin J. Ward, Sr., 82, a veteran trade unionist who had been a member of the Plumbers and Pipe Fitters for 53 years, died recently in Chicago. He is survived by a son Martin, secretary-treasurer of the union, two other sons, Francis M. and John T. Ward and two daughters, Mrs. Mary Sanaghan and Mrs. Katherine Dorgan.

Nicholas Kurko has been appointed director of AFL-CIO Region 17 in Texas, a post vacant since the death of Lester Graham on May 30. Kurko, a member of the Oil, Chemical & Atomic Workers Union, has 20 years of organizing experience, largely in the South. Since the merger of the AFL and CIO he had been assigned to the regional office in Knoxville, Tenn.

The Labor Department reported a record low of foreign seasonal agricultural workers employed throughout the United States at the end of June. There were only 154 foreign workers employed compared with 2,200 last year and more than 65,000 in 1964. The employed are Japanese nationals working in California in date and strawberry fields under a U.S.-Japanese agreement. Mass importation of foreign farm workers ended with the expiration of Public Law 78 on December 31, 1964.

"Listen—How'd This Happen?!!"



An Embarrassing Situation

We in the United States like to think of ourselves as a nation that handles its business cleverly and efficiently and that is sufficiently sharp to cope with its problems effectively. On one point—in our own backyard of maritime—mounting evidence seems to indicate that our national self-esteem may be based more on myth than fact.

The case in point is the situation with regard to the plight of the shipyards in the reactivation of the somewhat antiquated vessels that are being hauled out of the bonnyard to meet shipping needs for operations in Viet Nam.

In the past week there have been rumblings and embarrassment over the fact that the yards up and down the coast do not have sufficient skilled and unskilled manpower.

Nobody should be surprised. The people in shipping and shipbuilding have been hollering for years about the government's failure to concern itself with the need for a stable maritime industry.

The government itself should certainly not be surprised. For many years, it has displayed nothing but indifference and outright

neglect of its responsibility to provide the nation with a shipping industry that can effectively serve in peace and in crisis. It has expressed itself as favoring the use of foreign shipyards and foreign-flag vessels over our own. It has given none but pitifully inadequate support for ships and shipbuilding.

So it is no wonder that shipyard workers have been gradually leaving their industry, which as the New York Times pointed out last week, "offering as it does only temporary work, simply no longer attracts men." And, as the Times quoted a shipyard official: "The government is trying to get lower prices. Moreover, they want the ships in a hurry, and it isn't as though we could work on one ship after another, thus offering longer range work opportunity for men we are trying to attract."

Really, this embarrassing dilemma is the fault of no one but Uncle Sam. He has done everything possible to discourage the shipbuilding industry and its workers from regarding their job as permanent.

Let's hope he still has enough sense to do something about it before it causes irreparable harm to the nation.

Good News for Farm Workers

The recent merger of the two unions which have been so instrumental in the drive to bring twentieth century working standards to thousands of farm workers in California, demonstrates the resolution of the organized labor to finish a job which has just been started.

The two unions involved are the previously unaffiliated National Farm Workers Association and the AFL-CIO Agricultural Organizing Committee.

The merging of these two unions under the AFL-CIO banner will enable them to launch

a unified drive to bring union protection to farm workers in California and other areas of the country.

Migrant workers have long been denied the two essential rights which union members have long become accustomed to: decent working and living conditions and human dignity.

The merger of the two unions is a giant step in the direction of rectifying many of the evils which have been perpetrated against the farm workers by greedy employers.

With the Ships



Seafarers Charles Collins (left) and Gil Eban (center) were waiting for payoff aboard the Steel Navigator recently when the SEAFARERS LOG photographer visited the ship in Port Newark. Standing at right in photo is longshoreman.



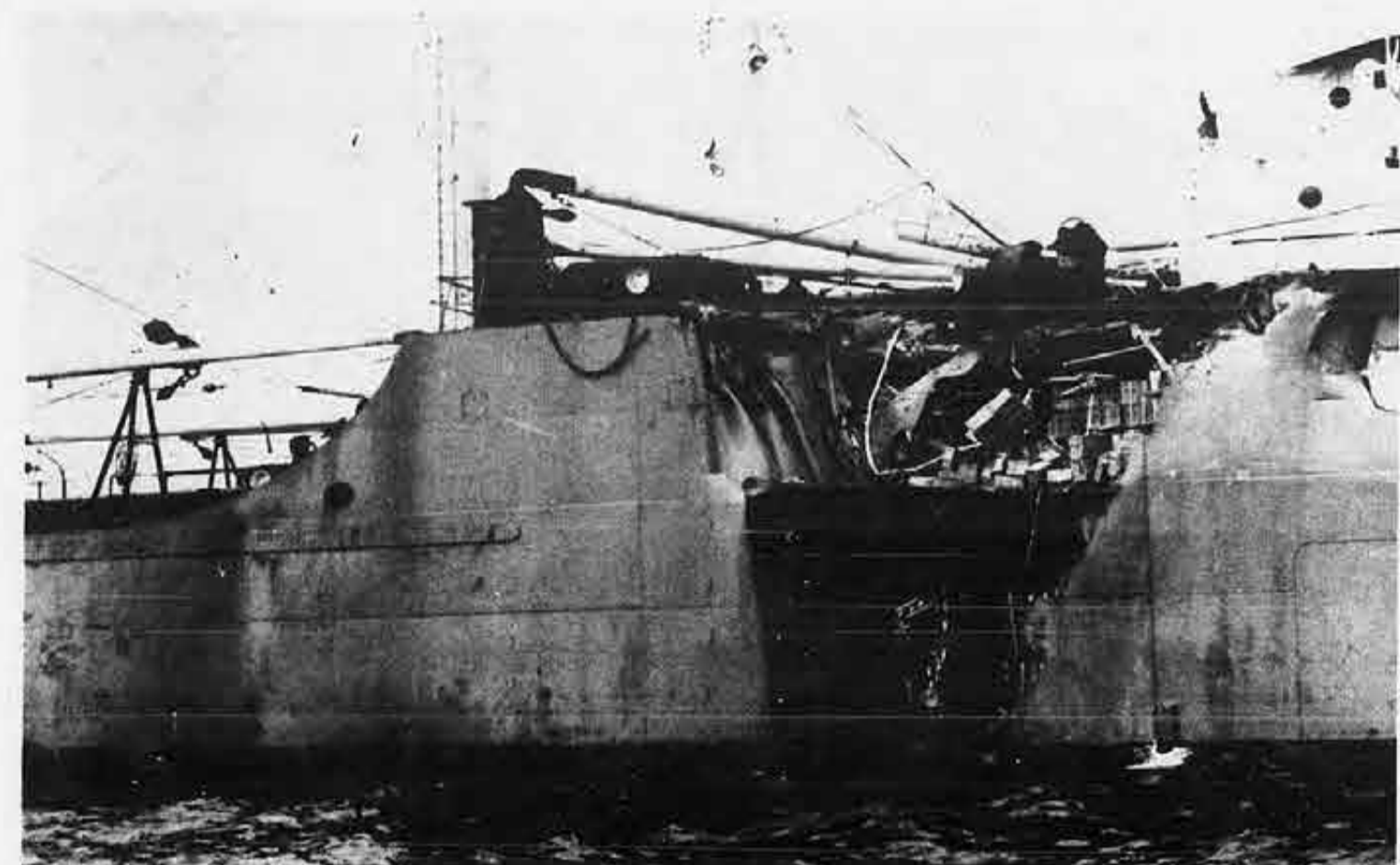
Bosun Bernard Kitchens takes advantage of a quick break to rest in messhall between deckside chores.



Steel Navigator's galley gang, composed (l-r) of night cook & baker Gil Eban, chief steward Charles Collins, third cook Ed Barry and chief cook John Pastrano, were among those responsible for the fine meals reported during the ship's voyage. The Navigator was just back from a voyage that took it to Spain, India, and the U.S. Gulf Coast.



Steel Navigator engine department member Victor Santos used some of the time spent waiting for payoff by catching up on news in the LOG.



No Seafarers were injured in what might have been a major disaster when the Transpacific, loaded with Vietnam-bound ammunition, was involved in a collision with the Liberian-flag Union Venus at the mouth of Tokyo Bay. An 18-foot-wide hole was ripped from deck to keel in Transpacific's side, but luckily no fire broke out and ship proceeded to Yokosuka.



Impact tore away deck plates and smashed boxes of ammunition in ship's No. 3 hold. Complete story of Transpacific collision on page 3.



Seafarer Leroy Swigger, chief pumpman, takes a smoke break on deck of SIU-contracted tanker Transbay on recent voyage to India with grain.



Second cook Charlie Foster (right) and bosun "Frenchy" Fruge enjoy a cup of freshly brewed coffee on Transbay's deck beneath the Indian sun. Vessel unloaded grain cargo at Port of Bombay.



Seafarer Jessie Parrish, oiler, makes himself comfortable atop mooring lines on Transbay's deck to catch up with his reading.



Seafarer members take a break from shipboard chores to enjoy noontime meal in the Transpacific's messroom before sailing from San Francisco bound for Subic Bay.



Transpacific deck department members under direction of bosun Bill Horne did some necessary maintenance on lifeboats while vessel was at San Francisco berth.



Transpacific utility messman Jess J. Green Jr. takes care of galley cleanup chores after vessel, repairs completed, returned to San Francisco.



Seafarer James Allen Jones, who sails as fireman aboard the Transpacific, prepares to light off ship's boiler prior to vessel's scheduled sailing.



Saloon messman Victor B. Carreon (right) gets multiple orders of pork roast from Transpacific's chief cook to serve to hungry crewmembers awaiting noontime meal.



Transpacific deck gang, under direction of bosun Bill Horne, got ship's lines all squared away as sailing time approached. Fine weather aided the procedure.



One of the mainstays of Transpacific's engine room is Seafarer Jim Ryan, oiler, shown above at his post getting vessel prepared for departure.



Getting worn work shoes mended was no problem for the Transbay crew while waiting to unload. Indian shoemaker above came aboard with all his tools and pretty soon there wasn't a flapping sole or worn heel on the whole ship.



Getting haircuts was another routine chore that proved no problem for the Transbay crew. Indian barber above wields the clippers for SIU crewman. Transbay photos were taken and submitted by Seafarer William Calafato, a regular LOG contributor.

Proposed Bill Would Widen, Deepen Newark Bay to Prevent Collisions

WASHINGTON—A New Jersey Congressman has introduced legislation aimed at preventing future ship collisions and ending hazardous congestion in Newark Bay.

Sen. Clifford P. Case, (R-N.J.), explained that ship traffic in the area has almost doubled. It rose from 25,784 in 1954 to 42,334 in 1964. During this period 39 ship accidents occurred.

The Senator's bill, which calls for the spending of \$3.93 million in Federal funds, will widen a portion of the ship channel in Newark Bay and dredge areas where two ships can maneuver.

Quick action, he warned, was needed for improved safety in the crowded waters. He used two recent accidents as examples—the collision of the naphtha-laden tanker Alva Cap with the tanker Texaco Massachusetts which killed 33 seamen and the ramming of the Jersey Central Railroad Drawbridge by an ocean-going vessel.

Under the proposed legislation ship maneuvering areas would be dredged north and south of the Jersey Central Drawbridge. The two areas would allow oncoming vessels enough room to maneuver out of each other's way. One vessel could wait while the other ship passes by eliminating the present

competition between ships for space in the now narrow channel.

The Newark Bay channel would be widened for a short distance both above and below the Jersey Central Drawbridge from 400 to

700 feet.

The Army Corps of Engineers said that this would make it easier for larger cargo ships to align themselves with the drawbridge before passing beneath it.

AFL-CIO Sponsored Labor Day Film Set For Third Nationwide Showing

The widely-hailed documentary film, "When the Day's Work is Done" will include a newly-filmed segment when it appears nationally on television during this year's Labor Day holiday period.

The AFL-CIO-produced film, first shown on 150 television stations during the 1964 Labor Day holiday, examines the uses Americans are making of their ever-increasing leisure time, with particular emphasis on union members who utilize their after-work hours for community betterment.

In the new sequence, AFL-CIO President George Meany and Vice President Joseph A. Beirne are interviewed by television star Dave Garroway. Beirne, who was recently elected president of United Community Funds & Councils of America, joins Meany in discussing the basic reasons organized labor goes beyond the plant gates to take part in such varied activities as community cultural projects, health facilities, disaster aid and programs for the very young and the very old.

The half-hour film features scenes of union activities in New York, California, New Jersey, West Virginia and Washington, D. C. as well as community projects in Florida, Louisiana, Michigan, Pennsylvania and Connecticut.

Union members, who give a larger percentage of money to charity than any other group of Americans, will find in the film achievements realized by their gifts, as well as the uses being made of labor-donated aids, such as mobile Travelers Aid and Red Cross disaster units.

Arrangements for showing the film are now being made with commercial and educational television stations in areas where there is a heavy concentration of union members.

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

By Sidney Margolius

Lenders advertising a "new way" to pay dental bills really are offering you just another personal-loan plan on which you pay finance charges. By no means should you consider such "postpayment" plans to be similar to "prepayment" plans offered by group health and other insurance organizations, which provide dental services for a family for an annual premium.

Recent ads for such "new ways" to pay dental bills may say that they are approved by the local dental societies. Even if they are, they are still the same old loan plans. The ads may claim that such plans "eases strain of paying for dental care." They really don't ease the strain. They add to it. You then have to pay credit fees on top of the dental bill.

The ads also may say that to apply for this plan you simply fill out a form "in the privacy of your dentist's office. No trip to the bank needed." But you will make plenty of trips to the bank later (unless you plan to mail in your payments.)

This way of financing actually raises the cost of dental care. You see, the bank or other lenders operating the plan charges the dentists an agreed-upon percentage, as well as charging you a fee. A bank or other operator of such a financing plan may charge the participating dentists or doctors 2 per cent of the total amount of the bill, for example, in addition to charging you a credit fee of \$5 to \$7 per \$100.

In the case of a \$400 bill, the dentist probably would get \$392. Assuming the bank's finance charge is \$6 per \$100 a year, and you pay back in 18 months, you pay back \$436. Thus the true cost of your dental care—\$392—is increased 11 per cent.

In many cases you may pay even more. Rates for such plans as observed by this writer or reported by others, range anywhere from \$5 to \$8 per \$100. These are the equivalent of true annual interest rates of 10 to 16 per cent.

If you do take the trouble to ask the lender or dentist what the finance charge will be (most people don't even ask), and you are told, for example, that it is "5 per cent add on", don't assume this is a true annual 5 per cent rate. This means they charge you 5 per cent of the original amount of the bill (\$5 per \$100). But since you repay monthly, over the life of the loan you owe an average of only about half of the original debt. Thus the "5 per cent add on" is the equivalent of true annual interest of 10 per cent.

Even if you don't have the money to pay for a dental bill you may not need such a plan. If a dentist suggests it to make his fees seem less painful if not his dentistry, it seems fair to tell him you will arrange your own payments if he will deduct from his bill the fee he is charged by the lender. If you can save that amount, you can arrange for a loan through your own bank at similar or sometimes lower rates.

You also may be able to manage part of the bill out of your savings, or accelerate the payments, and save some of the finance charges.

In some cities dental loan plans are heavily used. In Chicago, for example, dental patients borrowed almost 1¼ million dollars in 1964 from just one bank operating a loan plan in conjunction with the local dental society. The average loan ran about \$370.

Unlike the dental "postpayment" loan plans, genuine dental "prepayment" insurance is designed to reduce a family's dental expenses, points out Lenore Turner, vice-president of Group Health Dental Insurance, Inc.

Group dental care of various types is in fact the fastest-growing type of health insurance. But while the number of persons covered by such plans has almost tripled since 1960, only about 2 million persons do have such coverage.

Genuine dental insurance is much needed. One Detroit employer who provides dental insurance for his workers recently wrote an article saying "It's the Best 5 Cents We Ever Spent," (referring to the cost to him of 5 cents an hour for the plan). During the first year, about 90 per cent of the workers and their dependents took advantage of the plan to get dental care, compared to an average of about 40-50 per cent of the population.

"More than 20 per cent of our employees had a backlog of urgent, unmet dental needs," this employer reported. "Money—not ignorance or the fear of pain—was keeping them from seeing a dentist."

Usually two types of group dental-care plans are available. One is dental insurance, in which you choose your own dentist from among those participating in the plan. The other type is direct service provided by an increasing number of labor health clinics and community-wide medical-care cooperatives, through their own staffs of dentists.

As an example of a comprehensive dental insurance plan, Group Health Dental Insurance provides coverage for members and their families. Members can choose any dentist anywhere, but if they use one of the 5000 participating dentists, and family income is \$8500 or less, they receive covered dental services without any additional fee.

Many group dental insurance plans sponsored by commercial companies call for a "deductible" (the family pays the first part of the dental bill). For example, recent plans arranged in York, Pa., and Seattle, by a private company, and in Indiana and Kansas by Blue Cross and Blue Shield, require the family to pay the first \$25, and 20 per cent of the remainder of the expense (called "co-insurance").

A "deductible" reduces the price of the insurance itself, but is not necessarily a good idea dentally speaking, since it may tend to discourage families from seeking preventive care. Full dental insurance cuts costs in the long run by preventing dental problems before they start, or by finding them while still small and inexpensive to treat.

One Philadelphia labor union medical director advises that members are encouraged to come in for examination and cleaning, even when they don't need other work, because professional cleaning itself helps to preserve teeth.

World Shipbuilding Hits New High Mark, U.S. Still Far Behind

The United States is trailing in tenth place as a shipbuilding nation amidst a record boom in world ship construction, according to Lloyd's Register of Shipping figures for the second quarter of the year.

Russia which is not covered by Lloyd's statistics, was reported by international maritime experts to have 5.5 million tons of shipping under construction in both foreign and home yards making her the world's leader in ships under construction.

Japan, the Free World's leading builder, had almost 5 million tons under construction. But most of this was for foreign shipowners. The majority of Russian ships are being built to fly the Soviet flag.

Lloyd's figures showed that world ship construction reached a record 11.8 million tons. The Statistics do not include Communist China, East Germany and the Soviet Union except when they are building vessels in Free World shipyards.

The United States, in tenth place, trailed behind Poland and little Holland with only 385,571 tons. This was just half the 641,789 tons of shipping built by the Soviet Union in Free World yards.

Great Britain trailed Japan as the leading shipbuilder with 1,328,638 tons under construction. Japan has 42.8 per cent of all the world's ship construction contracts. West Germany was next with 946,637 tons of shipping—a drop of almost 100,000 from the previous period.

The total gross tonnage under construction—11,818,877 tons—consisted of 1,481 steamships and motor vessels and 156 tankers. About 37 per cent of the tonnage represented tank ships. Lloyd's pointed out that this was the lowest percentage for tanker construction since March, 1949.

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	One Day's Wages
Carlson, Jorgen	Sea Pioneer	Lodging
Chapeau, Joseph L.	Kent	Lodging
Diaz, A.	Midlake	Stand-by Wages
Gauthier, Cyrol	Kent	Lodging
Gleason, James	Seatrains New York	Lodging
Gore, E.	Midlake	Stand-by Wages
Greenwell, Francis M.	Niagara	OT
Greeson, 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
McKenna, George	Sea Pioneer	Lodging
McLarsen, Daniel	Transwestern	OT
O'Mara, James P.	Valiant Hope	Transportation
Ortiguerra, Jose	Natalie	One Day's Wages
Parsons, Aubrey	Sea Pioneer	Lodging
Paterson, Fred	Seatrains New York	Lodging
Quinn, O.	Midlake	Stand-by Wages
Resmondo, Earl	Seatrains New York	Lodging
Ross, Jose	Azalea City	Transportation
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
Valerie, Frank G.	Natalie	One Day's Wages
Walsh, J.	Midlake	Stand-by Wages
Weiss, Warren	Niagara	Lodging

Farm Workers Gains Praised by Seafarer

To the Editor:

It is interesting to read about the farm workers in California finally getting somewhere in their strike. For too long the farm workers have been pushed around and forgotten. All major legislation has passed them by over the past years. As a long time resident of California I had occasion to witness the squalor and humiliating conditions in which these people lived, or I should say, were forced to live.

These workers of the field factories have never known a minimum wage. It is only now that they know what labor organization is all about and the benefits that can be derived from organization. It is heartening to read that these things are finally coming to pass.

John Pasqua.

Backs U.S. Stand In Viet Nam

To the Editor:

I read with interest the article reprinting the story Walter Lippman wrote in 1933, urging the world to try and make peace with Hitler, which is important when compared with his current views on Viet Nam.

Having made several trips to

about time Congress recognized the valid position of labor union's in this area.

Marcus Smith.

Widow Grateful For SIU's Help

To the Editor:

I would like to express our heart felt gratitude to the SIU for the way they provided for us during the three years of my husband's illness, and the many times they took care of hospital bills for us.

Hazen said, so many times, I thank God for a union like the SIU. He had peace of mind knowing he could depend on the SIU.

The \$4,000 check death benefit check is greatly appreciated at this time. Again, thank you for everything. May God bless you all.

Mrs. Hazen Schneider and family

'And Then There's The One About . . .'

To the Editor:

I made the European run on the Columbian Victory and it was a good trip with a good crew. There was plenty of story telling on the voyage and at times it seemed as though the exchange of stories should have been called "Can You Top This?"

The stories were wild, like the one told by an OS of a fireman-watertender buying a ship's boiler for \$5,000 and selling it for \$18,000. And the wiper who kept in shape by running up town to get supplies that were needed by the engineer in just about every port.

We had an 8 to 12 FWT who had more sack time than anyone else on the ship. In fact, he just about needed a new mattress because of all the time he spent in it. He's the only man who can miss meal after meal and still put on weight. He was absent from the messhall so many times that whenever he did show up everyone swore he was a new man aboard.

As I said, it was a good trip with a good crew.

Walter Karlak.

Lippmann Article Interested Him

To the Editor:

The article in the July 22 issue of the LOG dealing with the position of the columnist Walter Lippmann on Communist aims in Southeast Asia today and comparing it with the view he took in 1933 of Germany's aims was interesting reading.

I don't see how any intelligent person can be taken in by totalitarian systems, whether they can be Communist or Fascist or Nazi or any other kind. A man like Lippmann should know better than any of us that dictatorships can never be taken at their word. They determine their policies in accordance with what they are trying to achieve at the moment. They don't have to explain to anybody, and I don't think they really care whether anyone believes them or not.

Let Lippmann show us any dictatorship that ever did anything but lead people to destruction.

J. T. Roblin.

Crewmembers of Western Planet Save Seamen from Watery Grave

Fast work by the crew of the SIU-manned Western Planet recently saved the life of a Norwegian seaman who fell from his ship and spent several hours in the waters off the South China Sea. The incident was related to the LOG in a letter from Seafarer S. J. Hutchinson, who sails in the deck de-

partment of the Western Planet and was serving as ship's delegate at the time.

Hutchinson, who took part in the rescue, related how his fellow Seafarers responded quickly to the emergency.

"I was awakened by the ship's alarm bell," Hutchinson said, "and immediately pulled on a pair of trousers and sneakers, grabbed my life jacket and ran out on deck." On deck he learned that fellow Seafarer Frank Pasquali, who was lookout and Kirk Anderson, manning the wheel, had spotted a man in the water, waving and shouting.

The cry, "man overboard," was heard and the ship's master, Cap-

tain Grey Burns, came to the bridge and ordered hard right. Soon bosun Albert Van Dyke and Chief Officer Doherty joined the Captain on the bridge and starboard one lifeboat was quickly launched. "It was about 6:30 in the morning and the sea was overcast and moderate," Hutchinson said.

Pulled Into Lifeboat

"It didn't take us long to get to the fellow and pull him into the lifeboat," said Hutchinson. Al Rohloff was in command of the lifeboat and Hutchinson was on stroke oar. J. Hurd, I. B. Sorensen and Pasquali manned the other oars. John Young, third cook and RaFols were additional crew.

"After we took the man aboard the ship and secured the boat once more, we learned his name was Helge Janassen and was a seaman

on a Rasmussen Lines ship, the M/T Ben Oil." Chief steward Alexander Brodie took the man below and gave him what clothes he could from the limited supply left in the slop chest.

"Janassen told us he had been in the water about five or six hours. Before we picked him up he spotted a passenger ship, but they did not hear his yells. Captain Burns notified his ship that he had been rescued," Hutchinson related. The Norwegian vessel was bound for Manila.

"The Captain notified the company in New York and the proper officials in Singapore and the seaman was taken off in Singapore two days later," said Seafarer Hutchinson. The Western Planet was bound for the Perisan Gulf from Subic Bay when the rescue was made.



Hutchinson

FINAL DEPARTURES

Gerald Forlano, 45: A heart attack claimed the life of Seafarer Forlano, in Wilmington, Del., on June 3. Forlano joined the union in the Port of Philadelphia. He was born in Wilkes-Barre, Pa., and resided in Elsmere, Del. Brother Forlano served in the Army for two years. Surviving is his wife, Alice and two children. Burial was in Wyoming, Pa.



Charles E. Slater, 50: Brother Slater died from drowning on April 17 in Taiwan, Formosa. A resident of New Orleans, La., he was born in Indiana. Slater sailed in the steward department and joined the SIU in the port of Mobile, Ala. He had been sailing on the Kenmar at the time of his death. Slater is survived by his wife, Lois of New Orleans, where the burial took place.



Joseph Obreza, 53: A heart ailment proved fatal to Brother Obreza in Babylon, N. Y., June 23. Born in West Virginia, he made his home in Lindenhurst, N. Y. Obreza joined the SIU in the port of New York and sailed in the Deck department as an AB and Bosun. His last vessel was the Beauregard. Surviving is his wife, Helen. Burial was in Long Island City, N. Y.



Arthur Baker, 40: Seafarer Baker died an accidental death on June 6, in New York City. He was born in Oklahoma and resided in Madill, Okla. He sailed as a fireman - watertender and oiler. Baker joined the SIU in the port of New York. His last vessel was the Wacosta. Brother Baker served in the Army. He is survived by his wife, Doris and his parents, Mr. and Mrs. William Baker. Burial was in Tulsa, Okla.



Richard D. Shoemaker, 37: An accident claimed the life of Brother Shoemaker, in Houston, Tex., May 2. The Seafarer was a member of the Deck department and joined the SIU in the port of New York. Born in Brooklyn, N. Y., he was a lifelong resident. His last vessel was the Chlore. Surviving is his mother, Mrs. Anne J. McCall, of Brooklyn. Burial was in the Holy Cross Cemetery, Brooklyn.



Daniel Hutto, 44: Brother Hutto died of a massive edema, on June 6 at Baltimore, Md. He was born in Florida and resided in San Francisco, Calif. The Seafarer joined the union in the port of New York. Sailing as an AB, his last ship was the Hastings. Surviving is his uncle, Wiley L. Hutto, of Tampa, Fla. Burial was in Baltimore.



Ardell Burkett, 64: Pneumonia claimed the life of Brother Burkett on June 25 at the Rowan Memorial Hospital, Salisbury, N. C. Burkett had sailed in the Engine department. He joined the union in the port of Philadelphia. The Seafarer is survived by his wife, Gertrude. Brother Burkett was buried in Salisbury, where he had made his home.



- Money Due**
- Checks for the Seafarers listed below for service aboard the SS BONANZA are being held by SIU Secretary-Treasurer Al Kerr at Union headquarters in New York. The brothers are urged to get in touch with the Secretary-Treasurer as soon as possible so that the checks can be issued to them.
- Anderson, William T.
 - Bailey, Lowell T.
 - Bareford, George T.
 - Beard, Conway W.
 - Bliksvaer, Roald
 - Carpenter, Ronald S.
 - Carvalho, Andre
 - Collins, Howard L.
 - Gondzer, Stanley
 - Grob, Steven H.
 - Gromek, Henry T.
 - Helgoth, James S.
 - Hopson, Edward B.
 - Keauney, James G.
 - Linkowski, Roman F.
 - Robinson, William L.
 - Ruiz, Carlos
 - Russ, Robert C.
 - Torres, Carlos
 - Williamson, Calvin

LETTERS To The Editor

Viet Nam, I sincerely believe that Lippman is in error when he says the United States misjudges the aims of the Communists in Asia. Anyone who has seen the suffering the Reds have caused would have little doubt in the justice of the American goals. Perhaps, if the U. S. and other free world countries had moved quicker, World War Two may have been avoided.

I truly believe that most people opposed to our Viet Nam position have not had the chance to see first hand, the injustice the people have undergone at the Communist hands. The ones who are aghast at our bombing of the Reds; would they be just as horrified at the terrorists activities of the Communists?

I know it is a shame that Americans have to die in Viet Nam but I hope people will look at both sides of the coin before they condemn our actions in fighting this war.

John Ryan.

W. Va. Paper's Stand On 14(b) Lauded

To the Editor:

I was happy to read in the LOG editorial page about the Dominion News of W. Va. giving some consideration to the labor viewpoint in their paper. Union men are used to their viewpoint being misinterpreted in the editorial press and it is heartening to see where the labor position is supported for a change.

All union members should get behind efforts to repeal 14(b) of the Taft-Hartley bill. Labor has endured this albatross around its neck for too long a time. It is

From the Ships at Sea

John Pastrano and Gil Eban will be missed by their fellow Seafarers aboard the *Steel Navigator* (Isthmian). Pastrano, chief cook, and Eban, night cook and baker, did a fine job, according to the men who sailed with them. "They are two of the best men I've ever had in my department," said Chief Steward Charles Collins.

They were conscientious and, in the words of Joe Shefuleski of the deck department, "always willing to do you a favor." Pastrano and Eban are from the Philippines. They are looking forward to seeing their families. Pastrano will have a physical checkup before heading for his home. Bosun Ray Kitchem was also praised for the fine job he turned in. The *Steel Navigator* had a good trip to Spain, India, Lebanon, Egypt and the Gulf Coast.



Pastrano

Because of a new guard at the gate in San Juan, Meeting secretary Eduardo Bonefont reports that crewmembers on the *Seatrain New Jersey* (Seatrain) ran into a foul up in the time they left and returned to the ship. This could cause some disputed overtime, he reports. Frank Cannella, Meeting secretary said a request was made for keys to all focsles. The ship is expected to lay up soon for repairs.



Cannella

A smooth running ship plus a good crew should make the long trip to Viet Nam a pleasant one for the crew of the *Mankato Victory* (Victory) meeting secretary Bernard Mace reports. Ship's delegate Paul Matsos consulted the captain about the possibility of installing a water fountain for the crew. A new washing machine will be purchased when the ship docks at San Pedro, Calif.



Mace

Ship's delegate Luke Ciamboli reports that the Captain of the *Meridian Victory* (Waterman) paid a visit to the ship's meeting to thank the crew of Seafarers for making his job easier. It was one of the best bunch of men he's sailed with, he told them. A



Ciamboli

ship's fund will be started when the vessel reaches San Francisco for their payoff. John Carey, meeting chairman, reported. Seafarers aboard the vessel would like to construct an awning to make that tropical weather more comfortable.

The men on the *Norina* (Wall Street Traders), through the efforts of Skipper Ted Ellis, have been able to obtain regular mail service. Skipper Ellis and Chief Steward Steve Kolina, along with Charles Parker, the chief cook, are promoting "Saturday night on the sterns," featuring tape recorder music, hors d'oeuvres, and ice-cold beverage. Ship's delegate Stanley T. Lowery reports the ship is hoping for a payoff in Baltimore early in August, after a run to India with a load of wheat.



Parker

Shrimp-loving Seafarers aboard the *M/V Del Monte* (Delta), had a ball recently when they had a shrimp boil. Daniel Robinson, meeting secretary reports. The feast was paid for with \$20 from the ship's fund. Meeting chairman Howard Menz reports the ship's fund now has \$20 left. Both the department delegates and the crew were thanked for their cooperation in making the voyage a good one. Some repairs were made during the trip.



Robinson

The crewmembers of the *Geneva* (U. S. Steel) will be watching their favorite TV programs on a new set if ship's delegate Richard Hefley has his way. Hefley requested the set, plus a washing machine. The steward department has requested a new ironing board. Meeting clerk Thomas Maglietta reports no disputed overtime or beefs. Both Hefley and the steward department came in for a vote of thanks, according to meeting secretary Richard Marcucci.



Hefley

The crew of the *Del Aires* (Delta) hopes Joe Powers will have a speedy recovery in New Orleans after illness caused him to leave the vessel in Conakry, Guinea. Meeting Secretary Frank Charneco informs us. Arthur Maillet, meeting chairman reports a happy SIU crew with few beefs and some disputed overtime.



Powers

Stanley Freeman, ship's delegate on the *Del Aires* (Delta) asked his fellow Seafarers to report any beefs to their department delegates. Deck department watchstanders came in for a vote of thanks from the Steward for keeping the mess hall and pantry clean at night. The crew is hoping for a TV set in the near future, meeting secretary F. R. Charneco reports.



Charneco

B. E. Lynn replaced F. G. McQuagge as ship's delegate on the *Globe Progress* (Maritime Overseas), F. Radzvil, meeting chairman reported. E. Christian was named new treasurer, and will administer the ship's fund. The fund now totals \$16.10



Shauger

and new collection will be taken up shortly. P. L. Shauger said that crew members were requested to turn the washing machine off when finished and keep the mess hall doors closed.



Knowles

The crew of the *Ocean Evelyn* (Maritime Overseas Corp.) has won the plaudits of the captain, V. J. Fitzgerald, meeting secretary reports. The ship has just left Subic Bay and is heading for San Francisco where the crew will be paid off. George Vistakis has just been elected ship's delegate, according to Herb Knowles, meeting chairman. The ship has a new washing machine and ice machine. Seafarers aboard the vessel would also like a small hot water urn for the pantry. The Deck department drew a vote of thanks for keeping the pantry clean.

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.

POOL-SIDE ON THE PACIFIC



Crewmen on the *Alice Brown* enjoy dip in pool they made on return from Viet Nam. Front (l-r): Seafarer Tom Gannon, Ch. Eng. Cohen, Capt. Howard and, rear, Seafarer John Bergeron wears hat.



Members of the *Alice Brown's* crew get swimming pool ready for hot weather relief. Left to right, Steve Travis, Tom Gannon, James Eglotre, Woody Perkins and Charles Johnson.



Hard workers include (l-r): H. E. Cohen, Ch. Eng., Duane Hendricks, 3rd cook, Jim Vinning, Ch. Mate, Captain Howard, Woody Perkins, Ch. Cook, rear, Dick O'Burg, 2nd Eng.

SIU ARRIVALS

Jennifer Norris, born June 5, 1966, to the J. A. Norris, Buffalo, N. Y.

April 12, 1966, to the V. Hudsons, Syracuse, Ohio.

Doc Gillis, Jr., born March 22, 1966, to the Doc Gillis', Deer Park, Texas.

Timmy Ogston, born May 27, 1966, to the W. Ogstons, Jr., Sault St. Marie, Mich.

Sherri Estelle Toups, born June 4, 1966, to the John H. Toups, Sabine Pass, Texas.

Donna Marie Rotondella, born February 3, 1966, to the Louis G. Rotondellas, Jersey City, New Jersey.

Kerry Cole, born May 6, 1966, to the La Vern Coles, Petoskey, Mich.

Marie Hughes, born June 15, 1966, to the Floyd W. Hughes, New Orleans, La.

Constance Yolanda Levingston, born March 2, 1966, to the O. Levingstons, Prichard, Ala.

Arthur Derry, born June 29, 1966, to the Edward Derrys, Rogers City, Mich.

David Wayne Hudson, born

Tonsorial Splendor



Night cook and baker, Noel W. McLaughlin switches from regular duties to apply his skill at haircutting on Bill Tank. Bill who ships as fireman-watertender is one of the best watchpartners. Says Thurston Lewis, who took photo aboard *Del Oro* on way to Africa. Crew reports good trip.

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

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SIU Lifeboat Class No. 156 Casts Off



Recent additions to the list of SIU lifeboat ticket holders are shown after graduating Lifeboat Class No. 156. Newest batch of Seafarers who completed course at the Harry Lundeborg School of Seamanship in New York are (seated, l-r): Clifford Men-Dell, John Natoli, and Grady B. Williamson. Standing are: Larry Combs, Thad Veliotia and the lifeboat class instructor, Arni Bjornsson.

Briton Asks Log Aid to Keep Alive Memory of American Crew's Heroism

The heroism and superb seamanship of American sailors aboard the S.S. Apache in holding their ship in the face of a severe storm off the South Carolina Coast in 1911 is proudly revered by an English family in Kent.

The deed prompted the passengers aboard the Apache to present a commemorative gift—a silver loving cup to Captain W. Staples and the Apache's crew.

The cup's present owner, H. W. Staples, of Frindsbury, Rochester, Kent, England, had the cup passed down to him through the years. Hoping to shed more light on the story he wrote to the United States Department of Commerce and they suggested that he get in touch with the SEAFARERS LOG.

Staples in his letter to the LOG, expressed the hope that some of the surviving crew members or their families will know that the fine seamanship shown by these men has not been forgotten.

The gift, presented to Captain W. Staples reads: "Presented to Captain W. Staples, officers and crew by the passengers of the S.S. Apache on her 330th voyage as a token of appreciation of their untiring exertion and fidelity to duty under circumstances when only heroism by true heroes could avail against the terrific storm off the South Carolina coast, August 27 and 28, 1911."

The cup came into the English branch of the family, Staples writes, when he "was quite young.

At that time it stirred my imagination tremendously." He said the cup would continue to be handed down in the Staples family and he hopes that future holders will continue to be "worthy custodians of this token of appreciation to the officers and crew of the S.S. Apache."

PERSONALS

Ted Densmore

Please contact Howard C. Ross, at 4008 Harrisburg, C/O Pistols Cafe, Houston, Texas, to let him know where he can pick up his gear.



Oliver Kendrick

Please contact Howard C. Ross, at 4008 Harrisburg, C/O Pistols Cafe, Houston, Texas, as soon as possible in regard to an important matter.



Clinton L. Dumas, Jr.

Please contact your father, Clinton L. Dumas, Sr., P. O. Kimbrough, Ala., as soon as you possibly can.

Quick Action by Norina's SIU Crew Saves Seafarer in Bay of Kutch

A crewmember who fell overboard from the SIU-manned Venore was pulled from the sea recently by fellow Seafarers of another SIU-manned vessel, the Norina. The man was caught by a strong current in Indian waters and was drifting out to sea when the Norina crewmen came to the rescue.

Seafarer Stanley T. Lowery, ship's delegate and one of the Norina crewmembers who rescued the man, recounted the day's happenings in a letter to the LOG.

It was 3:45 PM, May 31, Lowery said, and the Norina was at anchor in the Gulf of Kutch off Kandla, India when "Radio Officer Vollstedt received a distress message from the Venore and relayed it to the ship's master, Captain Ted Ellis. The Captain ordered number three motor lifeboat launched under the command of Chief Mate "Van" Vandenberg.

Participating in the rescue were Lowery, bosun Drew Gay, AB's Carl Francum, Melvine Diggs, and Tony "Red" Debllich, deck maintenance man "Sea Biscuit"



Crewmembers aboard the SIU-manned Norina, who participated in the rescue of a Seafarer from another SIU-manned vessel, the Venore, in the Bay of Kutch, are shown on the Norina's deck shortly after the lifesaving operation. In the back row (l-r) are: Seafarer Melvine Diggs; First Assistant Engineer George Starr; Seafarers Carl Francum and Stanley Lowery; and First Mate "Van" Vandenberg. Second row (l-r) are Seafarers Jim Jerscheid, "Red" Debelich; Chester Wilson and "Sea Biscuit" McFarlin. In front row (l-r) are Captain Ted Ellis and Bosun Drew Gay. Rescue took place on May 31.

DIGEST of SIU SHIP MEETINGS

STEEL CHEMIST (Isthmian), July 5—Chairman, Bill Rose; Secretary, none. No beefs reported by department delegates. Brother F. McGarry was elected to serve as new ship's delegate. Vote of thanks to the steward department for a job well done.

DEL MONTE (Delta), July 10—Chairman, Howard F. Mens; Secretary, Daniel Robinson. Ship's delegate reported everything running smoothly. Vote of thanks given to the department delegates and to the crew for cooperation during voyage. Very pleasant trip. \$2.00 in ship's fund. No beefs reported by department delegates. Discussion about food and its preparation. Crew requested to keep pantry clean.

MISSOURI (Meadowbrook Transport), July 4—Chairman, C. James; Secretary, W. Moore. No beefs reported by department delegates. Brother Howard C. Ross was elected to serve as new ship's delegate. Discussion about fresh coffee being served at every meal.

MERIDIAN VICTORY (Waterman), July 10—Chairman, John Garey; Secretary, Luke A. Clambol. Motion made to have awning, and to install ice machine on ship. Ship's delegate reported that it has been a good trip so far, and he has received good cooperation from the crew. Crew extended vote of thanks to the Captain for a job well done. No beefs reported by department delegates. Captain Gambrel thanked the ship's delegate, Luke A. Clambol and the crew for making his job easier and by far one of the best. Motion was made to have vice-president of contracts clarify and make part of the agreement that men of the same rating shall equalize all overtime including cargo time, as nearly as possible.

OCEAN EVELYN (Maritime Overseas), July 3—Chairman, Herb Knowles; Secretary, V. J. Fitzgerald. Captain very pleased with new crew. Ice machine has been repaired and a new washing machine is aboard. No beefs were reported by department delegates. Brother George Vistakis was elected to serve as ship's delegate. Vote of thanks extended to the deck department for keeping messroom clean.

McFarlin and OS Jim Jerscheid—in addition to Chief Mate "Van" Vandenberg, who was in command of the lifeboat and First Assistant Engineer George Starr.

The Norina, en route from Baltimore to Kandla with her cargo of wheat was caught in a congested port situation at Kandla, and lay at anchor 16 miles from the port for nearly a month.

"It was a smooth operation, exemplifying good seamanship," Lowery remarked. "We had to push through force six winds in the southwest monsoon, with a

heavy swell. After proceeding some two miles, we rescued the man and landed him at the Venore's gangway," Lowery said.

"The Venore, we discovered, had attempted to rescue him, but their lifeboat, although motorized, could make no progress towards the victim and was forced instead by the strong current towards the Arabian Sea."

The Venore's Captain, John Marsden, radioed his thanks to Norina skipper Ellis and the crew. "We then proceeded to Kandla with our cargo of 24,000 tons of wheat," said Lowery.

Seafarer's Poem to Luci Gets White House Thanks

A letter from the White House, signed by Luci Johnson, the President's daughter, will undoubtedly be among the most cherished possessions of Seafarer Nils H. Richardson. Miss Johnson wrote to thank Richardson for a poem he had written, dedicated to her upcoming engagement.

The letter, postmarked June 9, read: "Thank you so very much for your kind words concerning my engagement. It means so much to hear that others share in my happiness during this, the most meaningful time in my life.

The poem was a thoughtful and considerate remembrance. I thank you so much for the time and talent which you put into creating it for me."

Seafarer Richardson wrote the

poem while sailing on the Columbia, in September, 1965, after rumors of Luci's engagement had spread.

Seafarer Richardson sails in the deck department and is one of the original members of the SIU. He well remembers a trip to Egypt on the liberty ship, "Joseph Hughes", in 1942. "It was a seven-month trip," Richardson said, and "we docked in New York on New Year's Day." The ship had to zig-zag much of the way to avoid German submarines, he said.



Schedule of Membership Meetings

SIU-AGLIWD Meetings

- New York . . . Aug. 8—2:30 p.m.
- Philadelphia Aug. 9—2:30 p.m.
- Baltimore . . . Aug. 10—2:30 p.m.
- Detroit Aug. 12—2:30 p.m.
- Houston Aug. 15—2.30 p.m.
- New Orleans Aug. 16—2:30 p.m.
- Mobile Aug. 17—2:30 p.m.
- Wilmington Aug. 22—2 p.m.
- San Francisco Aug. 24—2 p.m.
- Seattle Aug. 26—2 p.m.

Great Lakes SIU Meetings

- Detroit Aug. 15—2 p.m.
- Alpena Aug. 15—7 p.m.
- Buffalo Aug. 15—7 p.m.
- Chicago Aug. 15—7 p.m.
- Cleveland Aug. 15—7 p.m.
- Duluth Aug. 15—7 p.m.
- Frankport Aug. 15—7 p.m.

Great Lakes Tug and Dredge Region

- Detroit Aug. 15—7:30 p.m.
- Milwaukee Aug. 15—7:30 p.m.
- Chicago Aug. 16—7:30 p.m.
- †Sault Ste. Marie Aug. 18—7:30 p.m.
- Buffalo Aug. 17—7:30 p.m.
- Duluth Aug. 19—7:30 p.m.
- Cleveland Aug. 19—7:30 p.m.
- Toledo Aug. 19—7:30 p.m.

- SIU Inland Boatmen's Union**
- Philadelphia . . . Aug. 9—5 p.m.
 - Baltimore (licensed and unlicensed) . . . Aug. 10—5 p.m.
 - Norfolk Aug. 11—5 p.m.
 - Houston Aug. 15—5 p.m.
 - New Orleans . . . Aug. 16—5 p.m.
 - Mobile Aug. 17—5 p.m.

Railway Marine Region

- Jersey City Aug. 15—10 a.m. & 8 p.m.
- Philadelphia Aug. 16—10 a.m. & 8 p.m.
- Baltimore Aug. 17—10 a.m. & 8 p.m.
- *Norfolk Aug. 18—10 a.m. & 8 p.m.

United Industrial Workers

- New York Aug. 8—7 p.m.

- Philadelphia . . . Aug. 9—7 p.m.
- Baltimore Aug. 10—7 p.m.
- †Houston Aug. 15—7 p.m.
- New Orleans . . . Aug. 16—7 p.m.
- Mobile Aug. 17—7 p.m.

† Meeting held at Labor Temple, Sault Ste. Marie, Mich.
* Meeting held at Labor Temple, Newport News.
‡ Meeting held at Galveston wharves.

DIRECTORY of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters Inland Boatmen's Union United Industrial Workers

- PRESIDENT**
Paul Hall
- EXECUTIVE VICE PRESIDENT**
Cal Tanner
- VICE PRESIDENTS**
Earl Shepard Lindsay Williams
Al Tanner Robert Matthews
- SECRETARY-TREASURER**
Al Kerr
- HEADQUARTERS** 675 4th Ave., Bklyn. NY 9-6600
- ALPENA, Mich. 127 River St. EL 4-3616
 - BALTIMORE, MD. 1216 E. Baltimore St. EA 7-9000
 - BOSTON, Mass. 177 State St. RI 2-0140
 - BUFFALO, N.Y. 735 Washington St. TL 3-9259
 - CHICAGO, Ill. 9383 Ewing Ave. SA 1-0733
 - CLEVELAND, Ohio 1420 W. 25th St. MA 1-5450
 - DETROIT, Mich. 10225 W. Jefferson Ave. VI 3-4741
 - DULUTH, Minn. 312 W. 2nd St. RA 2-4110
 - FRANKFORT, Mich. P.O. Box 287 415 Main St. EL 7-2441
 - HOUSTON, Tex. 5804 Canal St. WA 8-3207
 - JACKSONVILLE, Fla. 2608 Pearl St. EL 3-0987
 - JERSEY CITY, N.J. 99 Montgomery St. HE 3-0104
 - MOBILE, Ala. 1 South Lawrence St. HE 2-1754
 - NEW ORLEANS, La. 630 Jackson Ave. Tel. 529-7546
 - NORFOLK, Va. 115 3rd St. Tel. 622-1892
 - PHILADELPHIA, Pa. 2604 S. 4th St. DE 6-3818
 - PORT ARTHUR, Tex. 1348 Seventh St.
 - SAN FRANCISCO, Calif. 350 Fremont St. DO 2-4401
 - SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 Tel. 723-8594
 - SEATTLE, Wash. 2505 First Avenue MA 3-4334
 - ST. LOUIS, Mo. 805 Del Mar CE-1-1434
 - TAMPA, Fla. 312 Harrison St. Tel. 229-2788
 - WILMINGTON, Calif. 505 N. Marine Ave. TE 4-2523

IRMA ELIZABETH (Albatross Tanker), February 20—Chairman, Peter Patrick; Secretary, Ira E. Coats. Crew awaiting answer from headquarters regarding draws. Union should contact company regarding the forwarding of mail.

MINOT VICTORY (A. L. Burlank), March 8—Chairman, J. Brown; Secretary, A. Alfonso. Meet in deck department to be taken up with boarding patrolman. Delayed sailing disrupted in engine department. Vote of thanks to the steward department for a job well done. The chief steward extended a vote of thanks to the deck and engine department for their cooperation in solving all minor and major problems in repairs.

CALMAR (Calmar), March 13—Chairman, Albert Boggie; Secretary, C. E. Gibbs. Ship's delegate reported some disputed OT in deck department, also a few beefs which will be taken up with patrolman at payoff. Motion made that if men do not get their day off, as per agreement, they be compensated 8 hours OT, this to be paid by the company.

ANNISTON VICTORY (Waterman), March 8—Chairman, John Dunn; Secretary, Charles J. Mitchell. Some disputed OT in engine and steward departments. Discussion regarding the fresh water tanks which should be inspected by the Health Department. Vote of thanks to the department delegates and to the steward department.

LOS ANGELES (Sea-Land), March 11—Chairman, J. Bowman; Secretary, H. Bjerring. Captain is going to restock ship chest on West Coast. Will attempt to fill personal requests for items \$8.00 in ship's fund, \$6.00 spent on new TV cable. No beefs reported by department delegates. Matter of rusty wash water to be taken up with patrolman.

BETHLEHEM (Bethlehem Steel), March 13—Chairman, John Mahalov; Secretary, W. Young. A few beefs to be taken up with boarding patrolman.

DIGEST of SIU SHIP MEETINGS

LONGVIEW VICTORY (Victory Carriers), February 23—Chairman, Henry Sieber; Secretary, W. C. Sink. \$9.07 in ship's fund. Motion made to contact headquarters regarding draws in Japanese Yen instead of American money while in Yokohama. Vote of thanks to the steward department, ship's delegate and to the first assistant engineer for their cooperation.

MT. WASHINGTON (Victory Carriers), February 20—Chairman, T. J. Moore; Secretary, M. C. Barton. Vote of thanks extended to the steward department for job well done.

HURRICANE (Waterman), March 13—Chairman, Eddie Hernandez; Secretary, James Moore. Some disputed OT in the deck department to be taken up with boarding patrolman. Vote of thanks to the steward department for a job well done.

OCEANIC SPRAY (Trans-World Marine), February 25—Chairman, Frank Natale; Secretary, H. (Tiny) Kennedy. Ship's delegate advised all watchstanders about upgrading school. \$15.00 in ship's fund. No beefs reported by department delegates.

MISSOURI (Meadowbrook Transport), February 27—Chairman, A. R. Volkerts; Secretary, W. J. Moore. Brother Richard Toler was elected to serve as ship's delegate.

PRODUCER (Marine Carriers), June 12—Chairman, M. D. Brendle; Secretary, Tony Berrine. No beefs reported by de-

partment delegates. Ship sailed about one week. Brother Berrine was elected to serve as new ship's delegate. Discussion to have drinking fountain and deck duster-blower fixed. Also to have Marshall clean-up suggestion made to take better care of washing machine.

PRODUCER (Marine Carriers), July 4—Chairman, O. Pittfield; Secretary, J. Nolan. Ship's delegate reported vote of thanks for crew for handling themselves so well. Deck department reported there was some disputed OT. Had discussion on obtaining new water Younkins also on logging. Discussion held on everest disease and treatment of it.

STEEL RECORDER (Lethman), June 25—Chairman, Charles W. Palmer; Secretary, Angel Seda. Ship's delegate reported that everything running smoothly. No beefs reported by department delegates. New 16 mm projector purchased in New York from ship's fund. Brother Byron C. Barnes was elected to serve as new ship's delegate. Vote of thanks was given to Charles W. Palmer from all the crew for a job well done as ship's delegate.

CITIES SERVICE NORFOLK (Cities Service), July 3—Chairman, David Fair; Secretary, Peter V. Haimmel. No beefs reported by department delegates. Brother Allen Manuel was elected to serve as new ship's delegate. Ship's delegate to see steward about having a better grade of meat. Also to have more of a variety on the menu. Discussion on having new mattresses for the crew.

FENN VICTORY (Waterman), July 4—Chairman, R. E. Parghal; Secretary, Arthur Goldman. No beefs reported by department delegates. Vote of thanks was given to the steward dept. Discussion on having new locks for the crew's quarters. Crew was asked to take better care of their cots. Need fire extinguisher and first aid kit in the engine room.

STEEL FLYER (Lethman), July 18—Chairman, Kevin Ryan; Secretary, Joseph A. Morrison. Ship's delegate reported that ship is expected to arrive in Long Beach and then will see patrolman about a new TV set for the crew, \$8.85 in ship's fund. Some disputed OT reported by deck department. Discussion on having new washing machine put on board. Vote of thanks was given to steward department. Vote of thanks was extended to all department delegates. Crew is asked to keep all doors locked while in foreign ports.

VENORE (Venore Transportation), July 9—Chairman, E. Lamb; Secretary, J. Wagner. Discussion on mail service and launch service in Kandla, India. No beefs reported by department delegates. Vote of thanks was given to steward department for job well done.

DEL. SUD (Delta), July 3—Chairman, Harold Crane; Secretary, James Tucker. \$18.00 in ship's fund. Few hours disputed OT in deck department. Discussion regarding movies. Discussion about USPHS and the need of keeping hospitals open.

ANTINOUS (Waterman), July 10—Chairman, John Der; Secretary, J. Peterson. \$11.00 in ship's fund. No disputed OT and no beefs reported by department delegates. Brother John Der resigned as ship's delegate and Brother H. Moody was elected to serve in his place.

ALCOA RUNNER (ALCOA), July 14—Chairman, R. F. Coleman; Secretary, C. E. Turner. No beefs reported by department delegates. Motion made to see patrolman about having ship fumigated for roaches. Everyone was asked to donate to the ship's fund. Motion made to have crew messroom air-conditioned. Messroom is recreation room also. Vote of thanks to the steward department.

OCEANIC CLOUD (Trans-World), June 25—Chairman, Jack Trasciari; Secretary, James M. Nelson. Ship's delegate reported everything running smoothly. No beefs reported by department delegates. Brother R. Spencer was elected to serve as new ship's delegate. Brother Nollie Towis was given vote of thanks for ship's delegate job well done on last voyage. Crew was asked to keep laundry room clean. Suggestion made not to use galley as passageway because of being already crowded.

ANDREW JACKSON (Waterman), July 2—Chairman, M. M. Cross; Secretary, Cesar A. Pene. \$7.00 in ship's fund. No beefs reported by department dele-

gates. Brother Leo Solankie was elected to serve as ship's delegate. Motion made to have headquarters start formulating plans for an early retirement based on seafaring. Crew requested to donate to ship's fund.

MANKATO VICTORY (Victory), July 11—Chairman, none; Secretary, Bernard Mace. Ship's delegate reported everything running smoothly. Ship's delegate to see Captain regarding on having new ice machine not allowed. Also to have new washing machine installed. Captain said he will try to have all of these things taken care of in San Pedro, Calif. Vote of thanks given to crew for cooperation and helpfulness.

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)
- J. R. Simplot Potato Co.**
Frozen potato products
(Grain Millers)
- 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)
- Di Giorgio Fruit Corp.**
S and W Fine Foods
Treesweet
(National Farm Workers Association)

KNOW YOUR RIGHTS

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall 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 1900, 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, 1966, 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.

HERE is a list of a few of the most hostile anti-union companies which trade union members and their families are urged to boycott. The companies, their products, and the unions which are fighting them to achieve decent conditions and security, are as follows (the listing is based on the latest available information):

SEARS ROEBUCK & CO.—This company has been fighting the Retail Clerks International Union's attempt to protect Sears' workers for many years. Sears is insistent on establishing its own brand of phony right-to-work regulations within all of its facilities. Sears absolutely refuses to bargain with the clerks on the issue of union security and to grant their employees their rights under the National Labor Relations Act.

KINGSPORT PRESS—This Tennessee publishing house has been struck for the past three years by five unions: the Printing Pressmen, Typographers, Bookbinders, Machinists and Stereotypers. The walkout began after futile attempts to negotiate a contract. Kingsport Press recruited scabs and maintains that these people are permanently employed.

JAMESTOWN STERLING CORP.—This company manufactures bedroom and living room furniture and has had a four-year long beef with the United Furniture Workers of America over the company's refusal to bargain in good faith. The company refused to accept a compromise contract agreement drawn up by impartial arbitrators and closed several of its plants and is reduced to employing 100 scabs.

EMPIRE STATE BEDDING—This company is a regional manufacturer of Sealy Mattresses in Albany, New York. The Textile Workers of America have been on strike against the company for the past year in a dispute that centers on a proposed contract which offers no real collective bargaining position.

THE WHITE FURNITURE CO.—This manufacturer of bedroom and living room furniture has refused to negotiate a contract that has any union security written into it with the United Furniture Workers of America. They also refuse to disclose certain information needed by the union in order to draw up a fair contract.

JUDY BOND—This maker of women's blouses has been involved in a labor dispute with the International Ladies Garment Workers Union for the past four years. The company ran away from a union contract and opened a non-union shop in the South.

STITZEL-WELLER DISTILLING CO.—This Kentucky Distilling firm has been struck by Local 36 of the Distillery, Rectifying, Wine and Allied Workers' International Union for five years. Legal loopholes allowed the company to refuse to negotiate a contract and deal with an organization which has all the marks of a company inspired organization. Though Local 36 was forced to call off its strike they have successfully initiated a boycott of Stitzel-Weller products such as: Old Fitzgerald, Cabin Still, Old Elk and W. L. Weller. The boycott has cut down the company's scope but still has not forced it to bargain with a bona fide labor group.

DI GIORGIO FRUIT CORP.—This company, struck by the National Farm Workers of America and the AFL-CIO Agricultural Workers Organizing Committee, has been attempting to thwart the holding of union elections by their employees. The organizing dispute centers around Di Giorgio's attempt to get a sweetheart contract by fixing the elections. The company has intimidated its workers, ordered them to vote the "right way" and infringed on their right to choose their own bargaining agent. The farm workers and the AFL-CIO Agricultural Workers Organizing Committee have set up a boycott against Di Giorgio Products, which include S & W Products and Treesweet Fruits.

GENERAL SHOE CORP. (GENESCO)—The Boot and Shoe Worker's Union is on strike against Genesco's Tennessee plant and picketing the company's warehouses all over the nation. The Genesco strike was started after months of fruitless effort to negotiate a fair contract and union refusal to sign a meaningless contract.



WHAT IT MEANS TO YOU

THE consumer boycott of goods and services produced or supplied under non-union conditions by firms which are unfair to labor has proved to be one of the most effective methods in bringing an anti-union employer to the bargaining table.

The AFL-CIO "Don't Buy List," published regularly and kept up-to-date by the AFL-CIO Union Label & Service Trades Department, is carried as a regular feature in union newspapers and other labor publications, including the SEAFARERS LOG, in big and small cities all across the nation.

The Don't Buy List is a compilation of those employers who refuse to provide decent wages or working conditions to their employees, who refuse to bargain in good faith with a duly elected union representing their employees, have replaced their union workers with scab labor and are guilty of strikebreaking or union-busting attempts, or are unfair to labor in any way.

The consumer boycott has proved to be a potent weapon because it hits the unfair employer on a national scale where it hurts the most—in the marketplace and in his pocket. The Don't Buy List has made it possible for trade unionists, their families and friends, to spot such goods or services immediately and give them a wide berth so that union-earned wages will not be spent to support employers who remain unfair to labor.

The effectiveness of the AFL-CIO supported consumer boycott has been demonstrated many times in recent years. Direct boycott action by consumers in the marketplace has been credited with helping to end many bitter disputes by making it clear to unfair employers that the entire weight of the American labor movement was solidly backing their striking union brothers and that so long as the employer persisted in treating his employees unfairly, his product or service would be denied the patronage of American trade union families.

The Don't Buy List and the consumer boycott however, are only one facet of the program by the AFL-CIO Union Label & Service Trades Department to encourage American consumers to exert pressure in the marketplace by buying only union-made products and services and boycotting all non-union goods and services.

To better achieve this, the Department sponsors and publicizes the Union Label, Shop Card, Store

Card and Service Button, which are all symbols designed to inform the consumer that the product or service he buys is union-made by union craftsmen enjoying union wages and working conditions. To demonstrate to the public the importance of the union label, the Department carries on a continuing campaign to publicize these union-made goods and services. During the year the Department prepares and sends out pamphlets, posters, advertising mats and other information and material explaining the importance of the union label and urging patronage of union goods and services.

The highlight of this continuing campaign is the annual Union Industries Show, which this year took place in Baltimore early in May. Each year the Union Industries Show brings American consumers into direct contact with not only union goods and services but also with the American trade union members who produce them.

This year more than 203,000 visitors toured Baltimore's Fifth Regiment Armory to view over 130 exhibits of the products, services, and community activities of American trade union members. They saw the products and services of union workers first hand, including the products bearing the union label of the SIUNA-affiliated West Coast fish and cannery workers unions and bearing the brand names of Breast-O-Chicken tuna and Cal-Pack products.

Visitors to the annual show learn that products bearing the union label are the finest products in the world, produced by the finest craftsmen in the world. This is the ultimate goal of the AFL-CIO Union Label & Service Trades Department. The show demonstrates to visitors that buying union-made products makes sense in many ways. First of all, the buyer gets for his money the finest quality products made anywhere in the world. Secondly, buying union-made goods and services allows the public to support the American labor movement's fight for high quality craftsmanship produced under the finest wages and working conditions enjoyed anywhere.

In these ways—by discouraging the purchase of goods and services produced under conditions unfair to labor through the Don't Buy List, and by encouraging consumer patronage of products and services produced under union wages and working conditions and bearing the union label—the AFL-CIO Union Label & Service Trades Department carries American labor's fight for decent wages and working conditions directly to the American public.

U.S. OVERSEAS

Honolulu Seamen Institute
Halekauwila
Honolulu, Hawaii

Pier 14 Tavern
957 24th Ave.
Honolulu 16, Hawaii

Sad Sam's
188 N. Hotel Street,
Honolulu, Hawaii

U. S. Marine Dispensary
Honolulu, Hawaii

United Seamen Service
Ryukyuu Island
Naha, Okinawa

Merchant Seamen Club
Naha, Okinawa

AFL-CIO, Puerto Rico,
804 Ponce De Leon Ave.,
Sanjurjo, P. R.

Clinica
Ponce, Puerto Rico

Don's Restaurant
Caparra Heights,
Puerto Rico

Father Lavin
Puerta de Tierra
Puerto Rico

United Seamen Service
Agana, Guam

Shipping Commissioner
Baiboa, Canal Zone

Canal Zone Library
Baiboa Heights,
Canal Zone

Quarantine &
Immigration Station
Cristobal, Canal Zone

St. Croix Labor Union
Frederiksted, St. Croix,
Virgin Islands

Seafarers International
Union
St. Thomas,
Virgin Islands

CANADA

Churchill Hospital
Churchill, Manitoba

Hospital de le Hotel
Dieu de Gaspe
Gaspe, Que.

U.S. Consulate
Halifax, N. S.

Catholic Sailors Club
329 Common St.,
Montreal, Que.

Seamans Institute
Quebec, Que.

Prince William Hotel
150 Prince Wm. St.,
St. John, N. B.

British Sailors Society
8 Selby St.,
Toronto, Ont.

General Hospital
Vancouver, B. C.

Vancouver Sailors Home
1301 Robson St.,
Vancouver, B. C.

EUROPE

A. Maria
Italiel 72
Antwerp, Belgium

Swedish Seamen Union
Falconplein 26
Antwerp, Belgium

Cafe Neptune
Kaai 10-B
Antwerp, Belgium

Marcel Convent
Houwerstraat 17
V. K. O. S.
Antwerp, Belgium

Norwegian Seamen
Union
Minderbroederari 25
Antwerp, Belgium

Schipper Straat Cafe
Antwerp, Belgium

Flying Angel
18 Pl. Van Schoonbek
Antwerp, Belgium

Gaarkoeken
118 Albertook
Antwerp, Belgium

Charlies Bar
Norderlaan 1000
Antwerp, Belgium

Belgian Transport
66 Manch Aux Chevaux
Antwerp, Belgium

Schippers Luchtbal
Canadaan 245
Antwerp, Belgium

U.S. Consulate
109 Ave. de France
Antwerp, Belgium

Cafe Belmont
26 Paulusplaat
Antwerp, Belgium

Marthen Shipping Service
Main 1
Antwerp, Belgium

Adrienne
Platinkaal 12
Antwerp, Belgium

Conf. Des Syndicats
Chretl
Rue de la Loi 127
Brussels, Belgium

Fru Regitze Hotel
Delbergsgade 2
Aarhus, Denmark

Somaendens
Forbundi Denmark
Herluf Trollesgade
Copenhagen, Denmark

Restaurant Tryk
Fr. Hensens Plads
Copenhagen, Denmark

Firemans Union of
Denmark
Kobenhavn, Denmark

G. A. Price
34 A Kingsdown Parade
Bristol, England

U.S. Consulate
18 Baldwin St.
Bristol, England

National Union of
Seamen
Hill Dam
Dearham, England

Apostleship of the Sea
43 Cornwall St.
Barrow in Furness
Lancs, England

U.S. Consulate
Cunard Bldg., 2nd Fl.
Pier Head,
Liverpool, England

Ocean Club
James St.
Liverpool, England

American Bar
Lime St.
Liverpool, England

Nav. and Enginee
Officers Union
78 Leadenhall St.
London, EC 3, England

Custom House Hotel
277 Victoria Dick
East Dock 16
London, England

U.S. Embassy USIS
Grosvener Square
London, W 1, England

Maritime House
Clapham
London, SW 4, England

U.S. Consulate
Parsonage Gardens
Arkwright House
Manchester, England

National Union of
Seamen
Southampton, Haverlock
England

S. H. Powell
St. Leonard on Sea
75 Paynton Rd. Silverhill
Sussex, England

Radio Officers Union
Upminster, Essex
England

Finnish Seamen Union
Paasivourik 5
Helsinki, Finland

U.S. Consulate
Ostra Brunsparket 21
Helsingfors, Finland

U.S. Consulate
4 Rue Esprit Deslois
Bordeaux, France

A B C Cafe
La Pallice
France

Maxime Bar
97 Cours de la Rep
Le Havre, France

U.S. Consulate
Le Havre, France
Fed. Natl. de la Marin
St. Denis
Paris, France

Bremen Tullinshohs
Christopheweg 15
Bremen, Germany

F. Pietsak
A/B der Shuttentrieme
Bremen, Germany

Seemannshelm
Emden, Germany

U.S. Consulate
Richtweg 32
Bremen, Germany

Bootsmann Seppel Kusyk
Uitbremer-Ring 169
Bremen, Findorf,
Germany

United Seamen Service
18 Fritz Reuterstrasse
Bremharven, Germany

F. Annerl
Gewerkschaft De T V
Guxhaven, Germany

U.S. Consulate
Ferdinandstrasse 75
Hamburg, Germany

Seemannshelm
Lubeck
Germany

Seemannshelm
Holtensn
Germany

N. Bechlianis
Ial Falla Paara
Greece

John Bull Bar
89 Acty Miaouly
Pireosus, Greece

San Francisco Bar
Genoa
Italy

U.S. Consulate
Piazza Portello 9
Genoa, Italy

United Seamen Service
Piazza Principe 4
Genoa, Italy

Library
U.S. Consulate
Naples, Italy

United Seamen Service
Via Action 18
Naples, Italy

Fed. Italian Lavor Del
Via Cassiodoro 19
Roma, Italy

U.S. Consulate
15 Merion Square
Dublin, Ireland

Palgrave Murphy
17 Eden Quay
Dublin, Ireland

U.S. Consulate
1 Donegal Sq. So.
Belfast, Northern Ireland

S. Maris
Deruyterkade 101
Amsterdam, Holland

American Bar
Mwe. Nieuwstraat 18
Amsterdam, Holland

International Trans. Fed.
61 Vondelstraat
Amsterdam, Holland

U.S. Consulate
Oude Waal 20
Amsterdam, Netherlands

Top Hat Bar
Oldenbarneveldt 138
Rotterdam, Holland

Amer. Seamen Serv.
19 Korfmakersstreet
Rotterdam, Holland

Pacific Bar
Kattendreef
23 Sunstrawweg
Rotterdam, Holland

Apostle of the Sea
Stella Maria
93 Van Vollenhovenstaadt
Rotterdam, Holland

Cafe Ventef Jor
Like Runkd Hjornet
Nieuwe Binnenweg 258
Rotterdam, Holland

Coney Isl. Bar
Nieuwe Binnenweg
Rotterdam, Holland

Danish Seamen Home
Rotterdam, Holland

Norak Sjomannforbund
Grey Wedels Plass 5
Oslo, Norway

Seamens Union
Zwiaszek Marynarsy Pl.
Kasurski 11
Goyata, Poland

U.S. Consulate
10 E. Dock St.
Dundee, Scotland

U.S. Consulate
71 George St.
Edinburgh, Scotland

U.S. Consulate
55 W. Regent St.
Glasgow, Scotland

Seven Sea Club
Buchanan St.
Glasgow, Scotland

A. Harvey
55 Hugo St., N.W.
Glasgow, Scotland

Bucks Head Hotel
Stranraer
Scotland

U.S. Consulate
Piazza Catalina 22
Barcelona, Spain

U.S. Consulate
Rodriguez Arias 8
Bilbao, Spain

U.S. Consulate
Ave De Liberdade 253
Lisbon, Portugal

U.S. Consulate
Sodra Hamngatan 5
Goteborg, Sweden

Svenska Sjöfolks
Barohusgatan 18
Forbundet
Stockholm, Sweden

U.S. Consulate
15 Merion Square
Dublin, Ireland

U.S. Embassy
Stockholm, Sweden

U.S. Consulate
Park Place
Royal Chambers

U.S. Consulate
Edificio Lignarolo
Buenaventura, Colombia

U.S. Consulate
Malecon & Blvd. 9
De Oct
Guayaquil, Ecuador

Maritime House
St. Georgean,
Grenada, W.I.

United Nations Mariners
Club
Georgetown, Guyana

Madrid Bar
18 A Water St.
Georgetown, Guyana

J. Consalves
18 Lyring St.
Guyana, So. America

British Hospital
Bridel & Casanec
Buenos Aires, Argentina

Star American Bar
Juan D. De Solis 1837
Buenos Aires, Argentina

Royal Windsor House
Fairchild St.
Bridgewater
Barbados, B.W.I.

New York Bar
Bay St.
Barbados, B.W.I.

Sailors Home
Hamilton
Bermuda

Texas Bar
Recife
Pernambuco, Brazil

Moulin Rouge
Av Marque De Olinda 202
Recife, Brazil

Cafe Central
Recife
Brazil

Charles
Av Rio Branco 11
Rio de Janeiro, Brazil

Florida Bar
Praça Maua 7
Rio de Janeiro, Brazil

A. Wanzelmann
St. Barroco 152 A
Rio Grande Sul, Brazil

Washington Bar
Santos
Brazil

Chave De Ouro
Rua Joao Octavio 3
Esquina Gnl. Camara
Santos, Brazil

Bar Scandinavia
Estado De San Paulo
Santos, Bras.

Amer. Star Bar
Estado De San Paulo
Santos, Brazil

Bar A B C
Rua Joao Octavio
Esquina Rua
Santos, Brazil

Casa Blanca Bar
Santos
Brazil

D. Bodden
West End
Gaymen, Brac, B.W.I.

U.S. Consulate
Calles Wellington 387
Antofagasta, Chile

Biblioteca
Casilla 9017
De La C.I.T.
Santiago, Chile

Amer. Hotel & Grill
Georgetown, Guyana

A. B. Cher
22 Lombard & Sussex St.
Georgetown, Guyana

U.S. Consulate
Rue A 4
Cap Hatien, Haiti

U.S. Embassy
Port Au Prince
Haiti

Navy Bar
Port Au Prince
Haiti

Big Apple Cafe
20 East St.
Kingston, Jamaica

Olympia Res. Hotel
34 University Cres.
Kingston, Jamaica

National Workers Union
120 132 East St.
Kingston, Jamaica

U.S. Consulate
Mexico City
Mexico

Catino Palacios
Tampico
Mexico

Intl. Seamen Club
San Nicholas
Aruba, N.W.I.

Seamen
Club of U.S.S. Aruba
Netherlands, West India

Charles Bar
San Nicholas
Aruba, N.W.I.

Petrol Workers Fed.
Willemstad,
Curacao, N.A.

U.S. Consulate
Managua
Nicaragua

Anglo American Bar
Callao
Peru

Agencia Maratime de
Supp
Callao, Peru
Dominican

Sindicato de Marineros
Mercantiles
Calle Vincente
Santo Domingo

Savoy Restaurant
16 Park St.
Port of Spain,
Trinidad, B.W.I.

F. Ronze
72 Arlatita Ave.
Woodbrook, Port of Spain
Trinidad, B.W.I.

Wessel Duval & Co.
Castilla 88 V
Valparaiso, Chile

U.S. Consulate
Edificio Lignarolo
Buenaventura, Colombia

U.S. Consulate
Malecon & Blvd. 9
De Oct
Guayaquil, Ecuador

Maritime House
St. Georgean,
Grenada, W.I.

United Nations Mariners
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Georgetown, Guyana

Madrid Bar
18 A Water St.
Georgetown, Guyana

J. Consalves
18 Lyring St.
Guyana, So. America

St. Plaza Hotel
Port of Spain
Trinidad, B.W.I.

British Merchant Navy
Club
Port of Spain
Trinidad, B.W.I.

Trinidad & Tobago
Seamen's Union
Port of Spain
Trinidad, B.W.I.

Salvation Army Men's
Hotel
Port of Spain
Trinidad, B.W.I.

Mariners Club
Port of Spain
Trinidad, B.W.I.

Hotel De Paris
Port of Spain
Trinidad, B.W.I.

Seamen & Waterfront
Workers Trade Union
1D Wrightson Road
Port of Spain, Trinidad

London Bar
274 Piedra Calle
Montevideo, Uruguay
California Bar

Yaccare 1583
Montevideo, Uruguay

Bar New Orleans
Calle Colon 1519
Montevideo, Uruguay

Tango Bar
Yacare 1598
Montevideo, Uruguay

Ancla Bar
Juan C. Gomez 1573
Montevideo, Uruguay

U.S. Consulate
De Julio 241
Avenida 18
Montevideo, Uruguay

United Seamen's Service
Estado Monagas
Caripito, Venezuela

U.S. Consulate
Calle Comercio
La Guaira, Venezuela

United Seamen's Service
Judibanc Office
Leopoldras
Edo Falcon, Venezuela

Cocomoto Hospital
Muracalbo, Venezuela

U.S. Consulate
Calle Comercio 3
Maracaibo, Venezuela

Plaza Saloon
Fuerte Labeilo
Venezuela

U.S. Vice Consul
Puerto La Cruz
Venezuela

United Seamen's Service
Punto Fijo
Venezuela

Amer. Hotel & Grill
Georgetown, Guyana

A. B. Cher
22 Lombard & Sussex St.
Georgetown, Guyana

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Cap Hatien, Haiti

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Port Au Prince
Haiti

Navy Bar
Port Au Prince
Haiti

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Kingston, Jamaica

Olympia Res. Hotel
34 University Cres.
Kingston, Jamaica

National Workers Union
120 132 East St.
Kingston, Jamaica

U.S. Consulate
Mexico City
Mexico

Catino Palacios
Tampico
Mexico

Intl. Seamen Club
San Nicholas
Aruba, N.W.I.

Seamen
Club of U.S.S. Aruba
Netherlands, West India

Charles Bar
San Nicholas
Aruba, N.W.I.

Petrol Workers Fed.
Willemstad,
Curacao, N.A.

U.S. Consulate
Managua
Nicaragua

Anglo American Bar
Callao
Peru

Agencia Maratime de
Supp
Callao, Peru
Dominican

Sindicato de Marineros
Mercantiles
Calle Vincente
Santo Domingo

Savoy Restaurant
16 Park St.
Port of Spain,
Trinidad, B.W.I.

F. Ronze
72 Arlatita Ave.
Woodbrook, Port of Spain
Trinidad, B.W.I.

St. Plaza Hotel
Port of Spain
Trinidad, B.W.I.

British Merchant Navy
Club
Port of Spain
Trinidad, B.W.I.

Trinidad & Tobago
Seamen's Union
Port of Spain
Trinidad, B.W.I.

Salvation Army Men's
Hotel
Port of Spain
Trinidad, B.W.I.

Mariners Club
Port of Spain
Trinidad, B.W.I.

Hotel De Paris
Port of Spain
Trinidad, B.W.I.

Seamen & Waterfront
Workers Trade Union
1D Wrightson Road
Port of Spain, Trinidad

London Bar
274 Piedra Calle
Montevideo, Uruguay
California Bar

Yaccare 1583
Montevideo, Uruguay

Bar New Orleans
Calle Colon 1519
Montevideo, Uruguay

Tango Bar
Yacare 1598
Montevideo, Uruguay

Ancla Bar
Juan C. Gomez 1573
Montevideo, Uruguay

U.S. Consulate
De Julio 241
Avenida 18
Montevideo, Uruguay

United Seamen's Service
Estado Monagas
Caripito, Venezuela

U.S. Consulate
Calle Comercio
La Guaira, Venezuela

United Seamen's Service
Judibanc Office
Leopoldras
Edo Falcon, Venezuela

Cocomoto Hospital
Muracalbo, Venezuela

U.S. Consulate
Calle Comercio 3
Maracaibo, Venezuela

Plaza Saloon
Fuerte Labeilo
Venezuela

U.S. Vice Consul
Puerto La Cruz
Venezuela

United Seamen's Service
Punto Fijo
Venezuela

AFRICA

U.S. Consulate
119 Rue Michael
Algiers, Algeria

Seamen's Institute
Rue Dangkor
Foyer du Marin, Algeria

U.S. Consulate
Ponda Delgada
Aoares

U.S. Consulate
Mombasa
Kenya

Anchor Bar
Malindi Rd.
Mombasa, Kenya

Atlantic Bar
Monrovia, Liberia

United Seamen's Service
Abderrahmane
118 Bd Moulay
Casablanca, Morocco

O Zundunu
186N P. A. Qtra.
Apapa Lagos
Nigeria

U.S. Consulate
Beira
Portuguese East Africa
Mexico

U.S. Consulate
24 Rua Infante D.
Mozambique, Henrique
Lourenco Marques

Bar Arcadia
Beira, Africa

Casa Quaresma
Av 18 De Maio
Lourenco Marques

Hotel Central
Restaurant Bar
Rua Salazar
Lourenco Marques
Portuguese East Africa

Bar Minerva
Xenofon Kuisendakis
Beira
Portuguese East Africa

Palace Bar Restaurant
Box 645
Lourenco Marques
Portuguese East Africa

Cafe Penguin
Rua Anaujo 114
Lourenco Marques
Portuguese East Africa

Amer. Consulate
Bvd. Finet Laprade
Dakar, Senegal

Monast Hospital
Sea Point
Capetown, South Africa

Boston Cafe
Capetown
South Africa

U.S. Consulate
Haifa, Israel

Seafarers Club
Madras, India

U.S. Consulate
Dare House
Farrys Corner
Madras, India

St. Teresa Church
32 Lower Circular Rd.
Calcutta, India

Marine Club
2 Nimalakshaball Rd.
Kidderpore
Calcutta, India

U.S. Consulate
9 Esplanade Mansions
Calcutta, India

Maritime Union of India
D. Nacroji Rd.
Bombay 1, India

U.S. Consulate
Ballard Estate
Bombay, India

Royal Bombay Seamen's
Nicol Rd. Ballardest
Bombay, India

U.S. Consulate
Construction House
Ballard Estate
Bombay, India

U.S. Consulate
3 Euphrate Mansions
Calcutta, India

U.S. Consulate
118 Gloucester St.
Lyttelton, New Zealand

Fed. Seamen's Union
Wellington, New Zealand

C. Allinghaus
Alfordian Hotel
Philippine Islands

F. Guanga
Pa Maurico
Cavite, Philippines

Kirbya Bar & Hotel
Buendia Rd.
Finlandia St.
Makati Rizal,
Philippines

United Seamen's Service
215 Myers Bldg.
122 13 St.
Manila, P.I.

A. Ludovico
8L5 Cannongo St.
Paco Manila
Philippine Islands

Intl. Seafarers Center
8th St. Bonafacio Dr.
Manila, Philippines.

San Miguel Garden
18th St. Fort Area
Manila, Philippines

New Shamrock Bar
163 13 St.
Manila, Philippines

Seamen's Un. of Philip
115 Del Pan Bkt.
Tondo, Manila, P. I.

American Legion
Olongapo, Zambases
Philippines

Union Bar
109 Anson Rd.
Singapore

Jude Central Bar
624 Serangoon Rd.
Singapore

Singapore Nursing Home
Chancery Lane
Singapore

Glencraig Hospital
Singapore

Master Mariners
Assoc. of China
Taipei, Taiwan

Chinese Fed. Railway
Workers
Taipei, Taiwan

U.S. Consulate
Sethorn Rd.
Bangkok Siam

Thailand
San Sodi Bar

U.S. Consulate
Kunjr
Turkey

Seamen's Institute
Point Rd.
Durban, South Africa

U.S. Consulate
355 Smith St.
Durban, South Africa

Missions to Seamen
Walvis Bay, S.W. Africa

H. Splendid
Dar Es Salaam
Tanzania

T. R. A. Union
Dares Salaam
Tanzania

Plantation Hotel
Miwara
Tanzania

MIDDLE EAST

U.S. Consulate
The Crescent
Aden, Arabia

Seamen's Canteen
Ras Tanura
Saudi Arabia

U.S. Consulate
2 Rue Foundier
Alexander, Egypt

B. Azom
15 Schara Sesoctris
Heliopolis, Cairo, Egypt

Rehab Sharkawi Store
10 Found St.
Fort Said, Egypt

U.S. Consulate
Sultan Hussein St.
Fort Said, Egypt

MS. Cherry & Co.
3 Carnac Rd.
2 Annes Chambers
Bombay, India

S. R. Mohan Das
Hornby Rd. Fort
2A Prospect Chambers
Bombay 1, India

Isthmian Lines, Inc.
4 Ballard Place
Bombay, India

Royal Bombay Seamen's
Nicol Rd. Ballardest
Bombay, India

U.S. Consulate
Construction House
Ballard Estate
Bombay, India

U.S. Consulate
9 Esplanade Mansions
Calcutta, India

Maritime Union of India
D. Nacroji Rd.
Bombay 1, India

U.S. Consulate
Ballard Estate
Bombay, India

U.S. Consulate
3 Euphrate Mansions
Calcutta, India

U.S. Consulate
118 Gloucester St.
Lyttelton, New Zealand

Fed. Seamen's Union
Wellington, New Zealand

C. Allinghaus
Alfordian Hotel
Philippine Islands

F. Guanga
Pa Maurico
Cavite, Philippines

Kirbya Bar & Hotel
Buendia Rd.
Finlandia St.
Makati Rizal,
Philippines

United Seamen's Service
215 Myers Bldg.
122 13 St.
Manila, P.I.

A. Ludovico
8L5 Cannongo St.
Paco Manila
Philippine Islands

Intl. Seafarers Center
8th St. Bonafacio Dr.
Manila, Philippines.

San Miguel Garden
18th St. Fort Area
Manila, Philippines

New Shamrock Bar
163 13 St.
Manila, Philippines

Seamen's Un. of Philip
115 Del Pan Bkt.
Tondo, Manila, P. I.

American Legion
Olongapo, Zambases
Philippines

Union Bar
109 Anson Rd.
Singapore

Jude Central Bar
624 Serangoon Rd.
Singapore

Singapore Nursing Home
Chancery Lane
Singapore

Glencraig Hospital
Singapore

Master Mariners
Assoc. of China
Taipei, Taiwan

Chinese Fed. Railway
Workers
Taipei, Taiwan

U.S. Consulate
Sethorn Rd.
Bangkok Siam

Thailand
San Sodi Bar

U.S. Consulate
Kunjr
Turkey

FAR EAST

U.S. Consulate
Adelaide, Australia

Seamen's Union
Brisbane
Australia

U.S. Consulate
Perth

Western Australia
Australian Trades Hall
Sydney, Australia

Australian Stewards
Union
Trades Hall
Sydney, Australia

Royal New Zealand
Navy Canteen
Suva, Fiji Islands

Seamans' Institute
Wauchi District
Hongkong, China

Club Rose
433 Chome Shimoyamata
Dori Iiuta Ku, Japan

Bar Sea Hawk
No. 32 7 Chome
Sannomya Cho Ikutaku
Kobe, Japan

All Japan Seamen's
Union
21 Asaba Zaimoku Cho
Minato Ku, Tokyo,
Japan

United Seamen's Service
21 Yamashita Cho
Box 285 Naka U
Yokohama, Japan

Pilot House Club
Nakaku 218
Yamashita Cho
Yokohama, Japan

Club High Society
No. 544 Chome Minami
Nakadori Naka Ku
Yokohama, Japan

A. D. Brodie
Kaisha 33 3 Chome Honch
Naka Ku, Yokohama
Japan

Maxies Chinatown Shop
Yokohama
Japan

Seamen's Overseas
Service
Chungangdong
Inchon, Korea

United Seamen's Service
Pusan, Korea

Seamen's Overseas
Service Club
Pusan, Korea

British Seamen's Club
Port Swettenham
Malaysia

U.S. Consulate
Queen & Customs Sts.
Auckland, New Zealand

Auckland Club
54 Shortland St.
Auckland, New Zealand

U.S. Consulate
118A Gloucester St.
Lyttelton, New Zealand

Fed. Seamen's Union
Wellington, New Zealand

C. Allinghaus
Alfordian Hotel
Philippine Islands

F. Guanga
Pa Maurico
Cavite, Philippines

Kirbya Bar & Hotel
Buendia Rd.
Finlandia St.
Makati Rizal,
Philippines

United Seamen's Service
215 Myers Bldg.
122 13 St.
Manila, P.I.

A. Ludovico
8L5 Cannongo St.
Paco Manila
Philippine Islands

Intl. Seafarers Center
8th St. Bonafacio Dr.
Manila, Philippines.

San Miguel Garden
18th St. Fort Area
Manila, Philippines

New Shamrock Bar
163 13 St.
Manila, Philippines

Seamen's Un. of Philip
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Tondo, Manila, P. I.

American Legion
Olongapo, Zambases
Philippines

Union Bar
109 Anson Rd.
Singapore

Jude Central Bar
624 Serangoon Rd.
Singapore

Singapore Nursing Home
Chancery Lane
Singapore

Glencraig Hospital
Singapore

Master Mariners
Assoc. of China
Taipei, Taiwan

Chinese Fed. Railway
Workers
Taipei, Taiwan

U.S. Consulate
Sethorn Rd.
Bangkok Siam

Thailand
San Sodi Bar

U.S. Consulate
Kunjr
Turkey

SEAFARERS LOG

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

WORLD-WIDE SERVICE

SO that Seafarers aboard SIU-contracted vessels in all parts of the world can keep informed of the activities and developments within their union, along with the news of the maritime industry and the labor movement, copies of each issue of the SEAFARERS LOG are air-mailed to every ship as they come off the presses. Copies are also air-expressed to all SIU union halls and mailed to the homes of SIU members.

In addition, the Union publication is forwarded to a great many locations in ports of call throughout the world. On this page is a listing of the places outside the continental limits of the U. S. where the LOG is available. This page can be removed and posted on ships' bulletin boards for reference.

SIU men who wish to add locations anywhere in the world at which the LOG should be available to visiting Seafarers can do so by sending the addresses to the SEAFARERS LOG, 675 Fourth Avenue, Brooklyn, N. Y.