

TOTAL SIU VACATION \$ HITS 25-MILLION MARK

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Union's Drive On No-Strike Plan Scores

*Bonner Drops Arbitration Feature,
Tries Another Anti-Strike Gimmick*

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SIU Sets Fight On Pay Claims In High Court

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FIND NMU GUILTY IN SAVANNAH RAID

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Safety Award For SIU Crew. Seafarers from all departments on the Alcoa Puritan (Alcoa) attended presentation ceremonies in Brooklyn early this month, when the vessel was honored with the 1962 "Ship Safety Achievement Citation of Merit" by the National Safety Council's Marine Section for rescuing five men from a sinking fishing boat almost a year ago. Joe Algina, SIU safety director, is third from left. The presentation to the vessel's master, Capt. G. J. Hamm, was made by Coast Guard Capt. C. H. Broach. (Story on Page 5.)

Revised Bonner Bill Proposes New Stalls In Shipping Disputes

WASHINGTON—The vigorous opposition of the SIU, the Maritime Trades Department, other sections of organized labor and the maritime industry has resulted in the elimination of the compulsory arbitration feature of the bill by Rep. Herbert C. Bonner (D-NC) which would provide new machinery for settling maritime labor-management disputes.

However, the SIU has made known its opposition to a revised bill which would subject unions to delays and stalls in pursuing their right to strike during a dispute with management. The Union also has informed other segments of organized labor about the precedent-setting dangers in the proposed legislation.

The revised bill still would remove the maritime industry from emergency provisions of the Taft-Hartley Act, but would set machinery for dealing with a possible strike that could result in a delay of strike action for 150 days.

As it now stands, the bill provides these six major steps:

- Within ten days of a possible strike or lockout, either shipboard or shoreside, the director of the Federal Mediation and Conciliation Service must notify the President.

- The President may then set up a maritime emergency board which would investigate the dispute and report back within seven days whether the strike or lockout would "imperil the national health, safety or welfare . . ."

- Upon receiving the board's report, the President may declare the existence of a national emergency. He could bar a strike or

lockout, or end one if it is already underway, for up to 60 days.

- During the 60-day period, the board would attempt to mediate the dispute and engage in "fact-finding."

- If the dispute is unresolved by the end of the 60-day period, the board could, as part of its report to the President, make recommendations for settlement. The President "shall promptly submit the report to Congress, together with such legislative recommendations as he may see fit."

- The two parties would be required to continue bargaining for another 90 days while Congress considered legislative actions suggested by the President.

SIU President Paul Hall appeared before the House Merchant Marine and Fisheries Committee on March 14 and again on March 19 to voice opposition to the Bonner proposal. In his testimony, Hall pointed out that the bill would not answer any of the real problems which have been plaguing the American merchant marine. He stated that the merchant fleet could not be strengthened until positive efforts were made to overhaul and update the nation's maritime policies in light of current needs and conditions.

The revised bill is the result of the fight made by the SIU and other groups to the Bonner proposal originally put forward. Since then, Rep. Bonner has eliminated the compulsory arbitration requirement and substituted the provision for an additional 90-day period that would give Congress time to act on each dispute.

The AFL-CIO Maritime Trades Department has referred to the revised bill as "compulsory stalling." The MTD said it is just as opposed to "compulsory stalling as it is to compulsory arbitration."

In rejecting the Bonner bill, as amended, the MTD said that "it is the equivalent, for all practical purposes, of denial of the right to strike."

Largest SIU Class Gets Lifeboat Tickets



One hundred percent successful in passing Coast Guard lifeboatman's exam, the largest class of SIU lifeboat trainees assembled to date gathers in training loft near headquarters. Instructors were Dan Butts (back row, left) and Arni Bjornson (rear, right). The class (front, l-r) includes: A. Wolfe, J. Lagyi, M. Reimoneno, J. Ifsits, R. Kerr, F. Costa, H. Rodriguez, O. King; center row, L. Lowe, J. Reidl, J. Bahto, T. Ellis, P. Rosa, A. Irizarry, J. Bartolino; back row, G. Gonzalez, A. Vowilt, H. Milton, S. Silverstein, J. Bentz, A. Hirsch, J. Reinoso, H. Johnson, F. Bailey, A. Ramos, S. Segree. They represented all departments.

SIU Asks Supreme Court Hearing

Justice Dept. Seeks To Upset Safeguards On Seamen's Pay

NEW YORK—The SIU is preparing a formal appeal to the United States Supreme Court in its fight to overturn an unprecedented anti-labor decision obtained by the Justice Department and other cargo owners that would destroy seamen's pay rights in ship bankruptcy situations. The ruling arose out of a complex legal battle involving distribution of funds from the sale of the former Bull line freighter *Emilia* in July.

The *Emilia* was the first Bull Line vessel to be hit by creditors' liens last December, precipitating the collapse of the American-flag Kulukundis shipping operation.

Late this week, Supreme Court Justice John M. Harlan granted an application by SIU attorneys for a stay of an order by the US Circuit Court of Appeals that would allow distribution of funds realized from the sale to pay the cost of discharging cargo.

He gave the Union until September 12 to file a petition for a writ of certiorari before the high court,

and granted a stay in the meantime.

The issue involving the *Emilia* and the distribution of sale monies

New Snag Jams Rail Job Talks

WASHINGTON—Efforts to resolve procedures for settling the railroad work rules dispute continued late this week.

Secretary of Labor W. Willard Wirtz has offered a new proposal to break a deadlock that developed over procedures for settling the dispute. Last week, the railroads and the five railroad brotherhoods agreed in principle to voluntary arbitration on two issues: the railroad move to eliminate 32,000 firemen's jobs and to reduce the size of train crews. The remaining issues were to be settled through normal bargaining.

The unions want to settle the smaller issues first, then arbitrate the manning dispute. However, management wants to arbitrate first.

H. E. Gilbert, president of the Brotherhood of Locomotive Firemen, said that the railroads are maintaining an attitude of "no settlement on other than our terms . . . Whenever we seemed near agreement, management would create a new area of disagreement." He said he is convinced the railroads "have not given up hope that there will be an imposed settlement" by Congress and the Interstate Commerce Commission.

The railroads have stated that unless procedures for settling the dispute are worked out, they will put into effect new work rules at 12:01 AM, August 29. This would touch off a national rail strike.

is basic to seamen's rights in light of the condition of the US-flag shipping industry. The long-established right of vessel crewmembers and their families to secure unpaid wages when a ship is sold at a marshal's sale as a result of seizure would be seriously hampered if the decision is upheld.

There are currently five classes of liens established under admiralty law, and maritime liens for seamen's wages and similar claims now occupy a preferred position in the order that determines the precedence of payments. Wage liens rank right after normally-routine marshal's expenses for costs of shipkeeping while a sale is pending.

In its determined effort to disturb this time-honored principle in maritime, the Justice Department persuaded the lower Federal Courts that the cost of discharging cargo while a vessel is seized should take precedence over seamen's claims for wages already due, and were payable as a marshal's expense.

This arose while Justice Department representatives in various court actions occupied a dual role. They appeared both on behalf of one of the major cargo owners and as a representative of the US marshal, since there was Government cargo aboard the *Emilia* while it was lying idle for months at a Bull Line pier.

Previously, costs of discharging cargo were considered normal business expenses of the cargo owners.

Besides the US, the Pakistani government and an Indian firm also owned a large portion of the cargo aboard the *Emilia* and had sought to have it removed from the idled vessel by court order in March. However, they first wanted a guarantee that the cargo-removal costs would be paid as an administrative expense out of the proceeds of the sale.

A Federal judge in Brooklyn

(Continued on Page 15)

Oil Strike Pact Ends Gulf Beef

HOUSTON—A strike of 2,100 oil workers which had the support of the AFL-CIO and maritime labor in the fight to curb management's demand for unilateral control of all job rights and assignments was settled here on August 6 after 352 days.

The strikers, members of the Oil, Chemical and Atomic Workers, had been on strike in a dispute involving job security, work rules and seniority with the Shell Oil Company. Shell is an American subsidiary of the Royal Dutch Shell Company.

Unions representing the West Gulf Ports Council of the Maritime Trade Department, which includes the SIU, had warned that they would institute a port-wide boycott of British and Dutch ships if action on the part of the two governments failed to ease the anti-labor attitude of the overseas-based company.

Moves for a boycott followed a march of more than 500 trade unionists, who converged on the British and Dutch consulates here in a mass public demonstration calling attention to the strike. Seafarers were among the members of the 15 unions who took part. The boycott had been urged by trade unionists in the area in relation for Shell's labor policies.

In commenting on the strike settlement, the OCAW voiced its appreciation "for the support and understanding of the community and the labor movement" during the lengthy dispute.

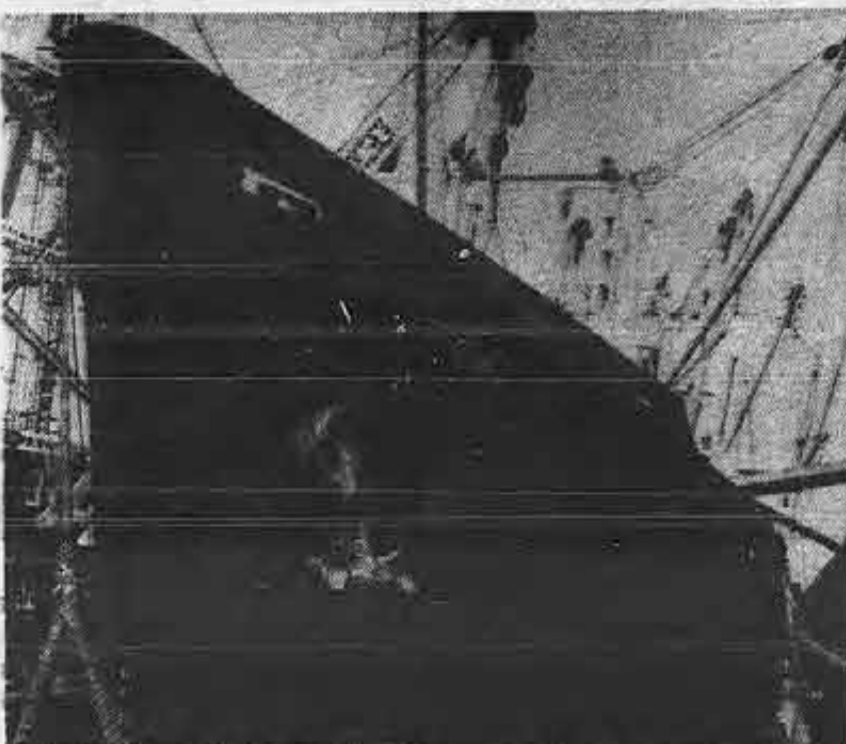


Photo shows the long-idled former Bull Line freighter *Emilia* while her cargo was being discharged in Brooklyn last month. Sold to another SIU-contracted operator, she's now called the *Taddei Village*.

SIUNA Fish Unions Eye Senate Aid

WASHINGTON—SIUNA fishermen and fish cannery workers are looking to early Senate action on a bill introduced by Sen. E. L. (Bob) Bartlett (D-Alaska) that would put teeth in US laws to curb invasion of American territorial waters by foreign fishermen.

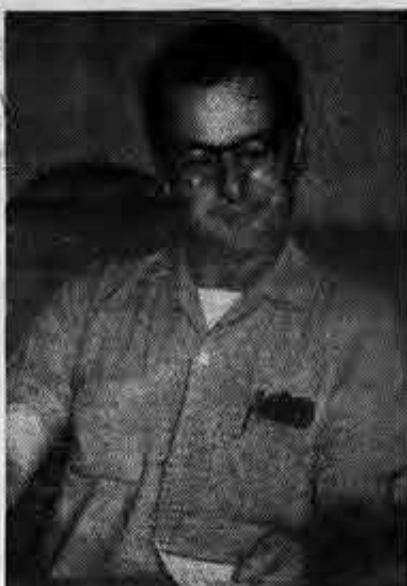
Sen. Warren G. Magnuson (D-Wash.) announced his support of the measure this week.

Both Russian and Japanese fishing vessels have been observed recently fishing within a mile and a half of Alaska's coastal islands while more than 200 Russian and 50 Japanese ships, many of them huge, have been fishing not far from the three-mile limit.

Present law provides that the US Coast Guard has authority to board foreign vessels in territorial waters for purposes of investigation, but provides no penalties for violations.

The Bartlett-Magnuson bill would impose penalties up to imprisonment for one year, a fine of \$10,000 and forfeiture of the vessel and all fish taken in violation of the act.

The Coast Guard, Department of the Interior and Customs Service would be jointly vested with the responsibility for enforcing the laws.



Vacation pay check picked up at SIU headquarters provides happy moment for Seafarer Richard E. DeFazi. He was on the Texas (Seatrain) in the deck gang.

SIU Vacation Pay Tops \$25 Million

NEW YORK—The SIU Vacation Plan is expected to pass the \$25 million mark in total payments to Seafarers early today (August 23), well in advance of estimates. The milestone now being reached means that Seafarers are now collecting vacation cash at a rate of better than \$5 million per year.

The actual total reached, reported a few hours before the LOG went to press yesterday, was \$24,983,371.47.

All Seafarers are now drawing vacation pay at the annual rate of \$800, regardless of rating or the number of ships and companies involved. There is no re-

quirement that they must get off a ship in order to collect.

The \$800 rate has been in effect for all seafarers aboard SIU ships since last October 1. When it began, it marked the sixth general increase in benefits across the board since the Vacation Plan began. It also doubled the previous rate of payment, which started in 1960, of \$400 per year.

Steady increases in the growth of the Plan's benefits have marked the pace-setting program since it got underway in 1952. At the time, the annual vacation benefit was pegged at a figure of \$140.

This jumped to \$176 in 1954, to \$244 in 1955 and to \$260 in 1956. In 1958 the rate went up to \$360, and then in 1960 to \$400.

The latest increase was negotiated with SIU-contracted operators in June of 1962.

SIU vacation benefits are payable every 90 days or more, as a Seafarer chooses, at the rate of \$200 for every 90 days of seafarers that began since last October. In applying for vacation benefits, Seafarers must present discharges showing at least 90 days of seafarers for any number of ships or companies under contract to the SIU.

This contrasts with some plans in the industry, where continuous seafarers on one vessel or with one company is the only way a seafarer can draw the maximum available benefit.

Prior to the start of the centralized fund into which all SIU operators make Vacation Plan contributions, few seafarers enjoyed a paid vacation of any kind.

The centralized fund into which all contracted operators contribute a set amount per day for each man on their payroll, allows Seafarers to build up credits for vacation benefits based on their seafarers alone, no matter how many ships they sail or the number of companies involved.

This pioneering development, when it was introduced in 1952, provided most SIU men with their first paid vacation since they started going to sea.

Even today, the SIU Plan pro-

vides a ready reserve of cash which Seafarers can draw on in any port whenever they accumulate discharges showing 90 days or more of unemployment on SIU-contracted vessels.

SIU Optical Plan Expands To 17 Ports

NEW YORK—The SIU optical program has been extended to Cleveland, Ohio, and Buffalo, NY, bringing the number of ports where Seafarers and their families can get quick optical service under the eyeglass benefit plan to 17.

Other ports where direct coverage is available are the following:

Boston, New York, Philadelphia, Baltimore, Norfolk, Savannah, Jacksonville, Tampa, Mobile, New Orleans, Houston, Wilmington, San Francisco, Seattle and Chicago.

Coverage in the additional ports is the same as in all the others. It provides for free eye examinations and, if needed, regular or bi-focal eyeglasses once every two years except in cases requiring glasses more frequently due to medical reasons. Complete eye check-ups are also available through the separate chain of SIU medical clinics.

Appointments for eye examinations can be made through the Union hall in all ports where the plan is now in operation. The usual welfare eligibility requirement of one day's seafarers in the previous six months plus 90 days in the last calendar year also applies to the optical program.

Those who do not live close enough to optical centers recognized by the SIU plan can receive an allowance to cover the cost of an examination and eyeglasses at locations closer to their homes.

The new ports have been added to the program following the contract won on the Lakes last month to provide the benefits of the deep-sea welfare plan for the SIU's 6,000 Great Lakes members.

Isthmian Renews US Subsidy Bid

WASHINGTON—SIU-contracted Isthmian Line has put itself in the thick of the subsidy fight again by renewing its application for operating and construction differential subsidies on all of its foreign trade routes.

Both Isthmian and its parent company, States Marine Lines, filed amended subsidy applications

with the Maritime Administration on August 7. The two companies began their effort to gain Federal shipping aid many years ago.

Isthmian originally applied for subsidy in 1956 and, at one point, in 1960, the old Federal Maritime Board had approved its application. But further negotiations on terms of the Government contract bogged down. States Marine had a similar experience beginning in 1955. Only 15 US-flag lines currently receive aid under the subsidy program.

In its application, Isthmian estimates a need for 21 to 25 vessels to cover its existing services. These include a round-the-world West-bound service, India-Pakistan-Ceylon run and Persian Gulf run. The company now operates 24 SIU-manned vessels.

Other SIU companies with subsidy applications are Waterman Steamship, whose aid bid has been pending since 1957; Penn Shipping, which a few months ago moved for construction aid only on two new bulk carriers, and Bloomfield Steamship, an existing subsidized operator. Bloomfield is seeking to expand its shipping operations.

AFL-CIO Umpire Rules NMU Guilty In Job Raid

WASHINGTON—The National Maritime Union has again been found guilty of violating AFL-CIO constitutional procedures. David L. Cole, impartial umpire of the Federation's Internal Disputes Plan, ruled the NMU guilty on two additional counts last week.

The NMU's violation of the AFL-CIO constitution was the result of its actions during negotiations by the Marine Engineers Beneficial Association for a contract on the nuclear-powered ship Savannah last May.

Last week's rulings marked the fourth time that the NMU has been found guilty of violating the constitution of the AFL-CIO.

The Cole finding ruled that the NMU was guilty of raiding the established collective bargaining jurisdiction of the MEBA on the Savannah when the NMU offered to man the jobs of the Savannah's engineers with members of the NMU-affiliated Brotherhood of Marine Officers. Cole also held that a second action of the NMU in which it distributed leaflets attacking MEBA officers was another violation of the AFL-CIO constitution.

In his ruling, Cole pointed out

that a telegram from NMU president Joseph Curran to President Kennedy, assuring the White House of NMU-BMO willingness to operate the vessel and thereby negate the negotiations in progress between MEBA and States Marine Lines, former operating agent for the ship, was a direct violation of Article XXI, Section 2 of the AFL-CIO constitution.

He also held that the NMU distribution of leaflets claiming that MEBA's leadership was "irresponsible" and that the NMU-BMO would "keep the Savannah sailing" was a violation of Article XXI, Section 5 of the constitution.

Both incidents occurred during a period when MEBA was in the midst of negotiations with States Marine for a contract covering specially-trained MEBA engineers aboard the Savannah. The series of events played a major role in the Government's decision to cancel States Marine operating rights and turn the vessel over to American Export Lines, where it would be manned by NMU-BMO engineers.

The NMU had previously been found guilty by the Federation of violating the AFL-CIO constitution as a result of its raid in 1962 on MEBA job jurisdiction in the Isbrandtsen Steamship Company vessels. Earlier last year, the AFL-CIO umpire found the NMU guilty of an attempted raid on SIU-contracted jobs aboard Robin Line-Moore-McCormack vessels.

As a result of these two violations and its refusal to abide by the umpire's ruling, the NMU had sanctions imposed upon it by the AFL-CIO. These sanctions are still in effect.



Recent payment of SIU vacation pay cash is collected by Seafarer Allen Wolfe (left) from New York Port Agent Joe DiGeorge (right). Anthony Robert is next in line for his vacation money. Wolfe was last on the Puritan (Alcoa) in the black gang. Robert was in the steward department on the Azalea City (Sea-Land).

Move To Bypass Jones Act Dies

WASHINGTON—As a result of protests by the SIU and other maritime organizations, the Senate Commerce Committee has killed legislation which would have allowed a foreign-built trainship, the City of New Orleans, to operate between Seattle and Alaska.

The bill was vigorously opposed by US maritime and shipyard unions, as well as by other US-flag operators, since it would have created a serious breach in the protective feature of the Jones Act, which reserves the US domestic trades for US-built and US-manned ships.

Known as "cabotage laws" in world shipping, such statutes are in the books of virtually every maritime nation and are designed to keep domestic shipping in the hands of the citizens of the nation involved.

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PAUL HALL, President

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The INQUIRING SEAFARER

Question: Do Seafarers still go in for tattoo decorations in some ports?

Henry Watson: I think they still do, judging by the tattooed seamen I see around. Norfolk has a lot of these places and some of our men go there if they want tattoos. Generally, I think these places have lost a lot of the attraction they used to have for most seamen.



Oliver P. Oakley: The last tattooing I saw done was in Hawaii some years back. I don't think too many Seafarers go in for it any more because the trend is away from such things these days. There's no need for fancy tattoos even if it's considered a seafaring tradition.



John Quinter: Not any more, if my guess is right. I wouldn't advise getting tattooed. I got mine when I was 15 and have regretted it ever since. Once they're on, there's only one way to get them off that costs a lot of money. There's no real need for decorating yourself like a billboard.



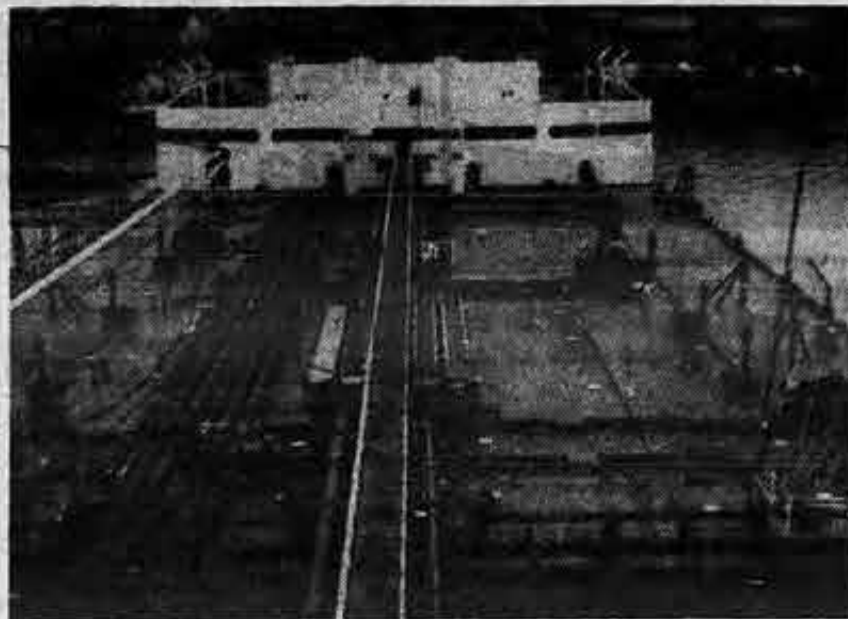
Luis Angier-Niebes: Some do and some don't. In general, I don't think the younger guys go in for it like they used to do. There's no real need to get tattooed. It was different in the old days when tradition was the thing, but now I don't see the need to keep this tradition going.



William Cevasco: I haven't seen too many new tattoos. It's a dying business and tradition. I had one put on when I was 14 because I wanted to be one of the boys, but I'd love to get it off now. There's no need to stereotype yourself. People generally frown on tattooed guys.



Otto Alvarez: Yes, I think seamen still go for them. I do, at any rate, because I like tattoos. Others seem to like them too, because it's supposed to be a sign of our profession. I'm proud to be a seaman and if tattoos signify a seaman, then I'm glad to have my two trademarks.



Deck view of giant SIU supertanker Manhattan shows array of petroleum cargo lines on the ship, which can carry a million barrels of oil on a single voyage. The tanks of the huge ship have been cleaned out to permit her to haul a record grain cargo this trip.

Tramp Co's Seek To Halt Supertanker Grain Cargo

NEW ORLEANS—The American Tramp Shippers Association is attempting to obtain an injunction that would prevent the SIU-manned supertanker Manhattan (Hudson Waterways) from sailing to Pakistan with 100,000 tons of US Government-financed grain in a single trip.

The Manhattan, which has been loading at the Destrahan grain elevator since August 8, is due to leave for Pakistan this Saturday. The vessel will have to unload her cargo into smaller ships for discharge at Chittigong and Chalna in Pakistan, since these harbors do not have sufficient depth to accommodate the mammoth supertanker.

The transfer vessels that will be used will not fly the American or Pakistani flag. The tramp owners claim that this will mean that the grain is thus being transported in foreign-flag ships. They contend that requirements of the Cargo Preference Act would not be met because only a portion of the voyage would be performed by American vessels.

MA Holds Mortgage

The Association is also contending that the Manhattan is not a privately-owned US-flag commercial vessel within the meaning of the law, since the Maritime Administration holds a mortgage of about \$21.5 million on the vessel. The ATSA says this means the ship is really Government-owned.

At the heart of the dispute, however, is the feeling of the tramp operators that the king-sized Manhattan in "unfair" competition for smaller vessels which can only lift 10,000 tons of cargo at a time. The big ship is the largest US-flag vessel afloat and can carry 100,000 tons of cargo at a clip. The injunction move was still in progress, according to available information, when the LOG went to press.

Loading Continues

Despite the injunction threat, the Manhattan is being loaded with 70,000 tons of grain at the Destrahan elevator. The tanker will then rendezvous in the Gulf with two more SIU-manned vessels, the Transerie and the Transbay, which will transfer another 30,000 tons of wheat into the Manhattan's tanks.

The transfer operation was made necessary by the fact that the waters at Destrahan are not deep enough to accommodate the full 100,000-ton load on the Manhattan. All three vessels are operated by the SIU-contracted Hudson Waterways Company.

SAFETY AWARD HONORS SIU SHIP

NEW YORK — The SIU-manned Alcoa Puritan was presented with the 1962 "Ship Safety Achievement Citation of Merit" here on August 6, in recognition of its rescue of the crew of a sinking fishing vessel, which was foundering in a driving rainstorm in the Gulf of Mexico last September.

Originally announced in March, the award is made annually by the Marine Section of the National Safety Council.

The rescue incident occurred on the night of September 20, 1962, as the Puritan was heading for Mobile with a full cargo of bauxite from Trinidad. About 80 miles out

of Mobile, the watch on the Puritan sighted a distress flare through a driving rainstorm that was hampering visibility severely.

Course Altered

Despite heavy swells, the Puritan altered course in the direction of the flare, where the fishing vessel Betty J. out of Pensacola, Fla. was sinking fast with five men aboard. The crew of the Puritan readied a boat for launching, but the heavy pounding of the seas and the high swells made this tactic impossible.

Although the Puritan was low in the water with a full load of bauxite, it was decided that a rescue attempt would be made by sidling directly alongside the fishing vessel. This delicate operation was accomplished and all five men aboard the Betty J. were then brought aboard right over the freighter's rail. The Puritan then headed for Mobile with the Betty J. in tow, but the fishing vessel had to be cast off when she started to go down.

Seafarers in the deck department who took a direct role in the operation were listed as Y. J. Struba and H. B. Gatskill, ABs, and Ivar Anderson, OS, all of whom were on watch at the time.



Anderson

SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



Hints On How To Have A Heart Attack

Some excellent advice by Dr. Richard C. Bates is given in "Today's Health." Although spoken with his tongue firmly in cheek, it is well worth serious thought.

"All things considered, the best way to die suddenly, I am sure you will agree, is to have a nice, clean, unexpected heart attack," he writes. "Since this is the age of 'positive approach' and the era of 'do-it-yourself', I'm going to tell you what you do to make your own heart attack right in your own basement workshop."

He continues: "We know almost enough now to be able to guarantee you results. This takes time, so there is always the chance that some other disease will get to you first, but, on the other hand, you have a 50-50 chance to begin with. We are going to work on the other 50 percent."

(1) **Be a man.** Men have six times as many heart attacks as women. There is something in the hormones that make women women, that prevents them from hardening their arteries as rapidly as men. We can give female hormones to a male and slow down the rate at which his arteries age. For a while, this gave promise of a control for the disease until we abruptly ran out of patients willing to take these hormones. The plain truth of the matter is the most men would rather drop dead of a heart attack than wear a brassiere!

(2) **It helps if you live in the city.** City dwellers have more coronaries than country folk, and this is probably related to the matter of exercise.

(3) **Pick your ancestors.** The more people you have in your family who have died suddenly, the better your chances are.

(4) **Be as sedentary as possible.** If you have a big lawn to mow, grow a small boy to mow it for you. If you can't accomplish this, buy yourself the kind of lawn mower you can sit on and ride around. If this is too expensive, get the kind of mower that will drag you around.

(5) **Drink 15 to 20 cups of coffee with cream a day.** Have a lot of ice cream. Eat a lot of thick, juicy steaks well marbled with fat, and don't trim the fat from around the edge—you paid for it, eat it. Marry the kind of woman who is noted as a good cook because she puts butter and cream in all her recipes. If you're going to a restaurant, always call the waiter over for an extra pat of butter. This sort of diet will not only elevate your blood cholesterol, but will make you fat, and that's helpful, too. Thin people have just as many heart attacks as fat people, but the fat people are far more inclined to have the fatal kind.

(6) **It helps if you are wealthy.** Rich people have more heart attacks than poor people, presumably because they can afford more of those thick, juicy steaks and hire more people to get their yard work done.

(7) **It helps if you have diabetes, gall bladder trouble, or high blood pressure.**

(8) **One of the good, positive things you can do is to smoke cigarettes.** Two-pack-a-day smokers have twice as many heart attacks as non-smokers.

(9) **Above all, after you have that first attack, don't follow your doctor's advice.**

"Unfortunately," concluded Doctor Bates, "following these rules may not work the first time. Four out of five people survive their first heart attack, and return to their former occupation. But if it doesn't work the first time, keep on trying. The statistics improve a great deal with second and third attacks."

(Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)

Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized SIU representatives and that an official Union receipt be gotten at that time. If no receipt is offered be sure to protect yourself by immediately bringing the matter to the attention of the President's office.

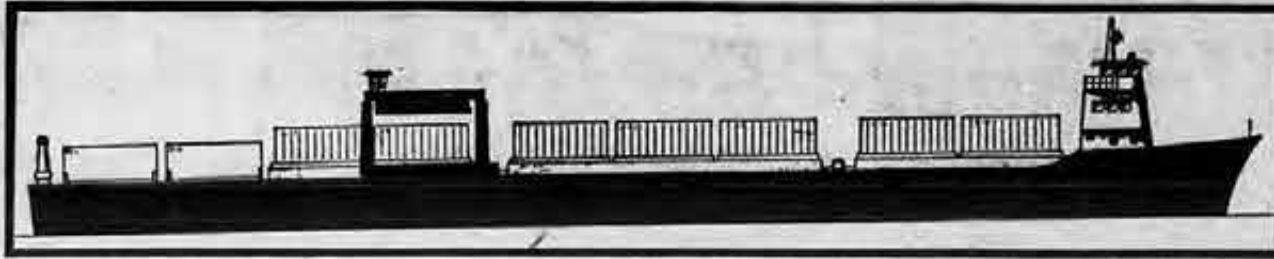
... and don't forget:



UNION LABEL WEEK

SEPT. 2-8, 1963

UNION LABEL AND SERVICE TRADES DEPT., AFL-CIO



Artist's conception shows Matson's container carrier now being completed for the inter-island trade in Hawaii. The vessel will have a capacity for 155 containers, in addition to 800 tons of liquid cargo. She is being built for self-propelled automated operation or as a towed barge.

Gov't Rejects Greek Registry Plan

US Nixes Sale Of Lurline

WASHINGTON — The Maritime Administration has turned thumbs down on an application by the Matson Navigation Company to transfer ownership of the SS Lurline to Panamanian interests with intentions to register the vessel under the Greek flag.

A \$3.5 million deal to sell the laid-up Hawaiian cruise ship was reportedly closed in New York a few weeks ago with the Marfuera Compania Maritima, S.A., a Panamanian corporation wholly owned by Mrs. Evgenia J. Chandris, a Greek citizen. The MA had approved the deal on the proviso that the vessel be shifted to either Panamanian, Liberian or Honduran registry.

However, an application to transfer the ship to Greek registry was turned down by the MA as not being in accord with the approval in principle. MA said the sale was inconsistent with US Navy policy that the vessel be under "effective control" in accordance with national defense transportation policy.

Built in 1932, the Lurline is

eligible for transfer to foreign registry as an overage liner. She is manned by members of SIU Pacific District.

This ship is valued at \$3.5 million, and was expected to be rebuilt in Europe for operation between England, Australia and New Zealand under the sale agreement.

The Matsonia, a sistership of the Lurline, will carry on the company's service between the West Coast and Hawaii.

Motorist To Be Converted

Another Matson vessel, the Hawaiian Motorist, is scheduled for conversion to enable her to carry 188 cargo containers in addition to the 524 autos she can now carry. The vessel, which serves the West Coast-Hawaii trade, was

scheduled to enter a San Francisco yard and be completed in time to resume service on September 17. Plans call for raising her wheelhouse 12½ feet and providing for stowing containers three high on the foredeck.

Barkan Named New Director For COPE

WASHINGTON—Alexander Barkan has been named by the AFL-CIO as director of the Federation's Committee on Political Education, succeeding the late James L. McDevitt.

Barkan had been serving as acting COPE director since the death of McDevitt last March. He had been deputy director of the committee since Feb. 1, 1957, and before that was assistant director from the time of the AFL-CIO merger in 1955.

Taught High School

A 54-year-old native of Bayonne, NJ, Barkan taught at Bayonne High School for four years following his graduation from the University of Chicago in 1933. In 1937 he became an organizer for the Textile Workers Organizing Committee, forerunner of the TWUA, and later was named a sub-regional director.

After World War II Navy service he became veterans director for the CIO Community Services Committee. A year later, he returned to New Jersey as executive secretary of the State Industrial Union Council. He rejoined the TWUA staff in 1948 as political action director, a post he held until his COPE appointment with the merged Federation.

Prove Eligibility For Hospital \$

Seafarers being admitted to a Public Health hospital are urged to carry with them their Union book plus proof of eligibility for SIU benefits; namely, a record that they have at least 90 days seetime during the previous year and at least one day during the previous six months. Failure to have the proper credentials will cause a delay in payments to the Seafarer.

If the Seafarer is admitted to a hospital which is not a PHS Institution, he should contact the Union immediately. The Union will arrange with the USPHS for a transfer to a Public Health hospital in his vicinity. The PHS will not pick up the hospital tab for private hospital care, unless it is notified in advance.

Rigged Signatures Spur Okla. 'Right-To-Work' Bill

OKLAHOMA CITY—Sponsors of a so-called "right-to-work" initiative petition have been ordered by an Oklahoma Supreme Court referee to answer charges that nearly half of the 212,000 signatures submitted are invalid and should be thrown out.

The "work" group, which is seeking a referendum on its proposal to write a ban on union shop agreements into the state constitution, moved to dismiss the challenge filed by a citizens' committee including leaders of the State AFL-CIO.

Referee Marian Opala rejected the motion. He then went on to direct attorneys for the petition circulators to produce evidence in court that challenged signatures are, in fact, valid.

He asked for an affirmative showing of proof, on a county-by-county basis, that names challenged on grounds of forgery, duplication of signatures, non-registered voters and other irregularities meet the provisions of the state's initiative petition statute.

In earlier hearings, opponents

challenged 104,806 names—more than enough to disqualify the petition if the challenges are upheld. Of these, 70,817 names were challenged as being those of persons who are not registered to vote.

"Flagrantly Improper"

William C. Kessler, attorney for the group opposing a "right-to-work" law, said many of the signatures were "flagrantly improper."

He cited sworn testimony at the hearing by a nursing home operator who admitted that he had signed the name of many of his patients to the petition after having been told that it was "all right" for him to do so.

The battle over the validity of the petition has been going on for more than a year. The petition campaign was launched after the legislature had killed bills to impose a compulsory open shop or submit the issue to referendum.

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Extra Care Can Make Better Coffee

Good coffee is no accident. There are certain conditions that bring it about. Freshness and cleanliness are the basic items; you have to have fresh coffee and fresh cool water to start plus clean equipment. The rest is up to who makes the actual brew.

The selection of a proper grind for your equipment can make a big difference. Too fine a grind will produce a bitter coffee with too much sediment. Too coarse a grind leaves a weak coffee that lacks flavor.

Start your brew with fresh cold water. Hot water tends to give the coffee a disagreeable taste. Spread the coffee evenly in the urn, making the layer about an inch thick. It is important to use exact measures of water. The recommendation for top-quality coffee is within a range of two to two and one-half gallons per pound of coffee.

Use a slow circular motion when pouring the water in. This provides for an even extraction when the dry coffee has been spread in an even layer. Remove the grounds as soon as the following filtering process is finished. After the ground coffee has released the preferred flavor, there are bitter residues left over which have a detrimental effect on the coffee flavor if they are allowed to mix.

Remember that when coffee is made in an urn, the first coffee that filters through has the heaviest concentration and settles at the bottom. Drawing this coffee and then pouring it back with the rest mixes the entire batch and gives it a uniform strength throughout.

Try to hold the coffee at a temperature of 185 to 190 degrees Fahrenheit. Lower temperatures make coffee that is too cool to enjoy by the time it is served. Higher temperatures result in a loss of flavor. Serve the coffee as soon after it is made as possible. The longer that it stands around, the more flavor it loses.

Milk is available in many forms. These include whole fluid milk, concentrated milk, evaporated milk, buttermilk, skim milk, and whole or non-fat dry milk. Whole milk and some fortified milk also contains vitamin A. Most homogenized milk and practically all evaporated milk contains vitamin D.

Adults should drink two or more cups a day in order to fulfill their daily requirements of these vitamins and minerals. Any of the various forms of milk mentioned are capable of filling the daily quota.

The proper storage of milk and dairy products is essential to preserve its nutritional value and good taste. Fresh dairy products should be kept cold and tightly wrapped or covered so that they do not absorb the odors and flavors of other foods. A storage temperature of 40 degrees is desirable in protecting the flavor and food value of milk and cream.

The SIU milk program, which guarantees a fresh supply of milk on board at all times, is based on the use of pasteurized grade A fresh milk packed in sterile cans. The raw milk used is the same as milk packed in bottles except that it is super-heated during processing and then sealed in tins instead of glass or paper containers.

This milk is ready to drink as poured from the can, and tastes the same as fresh milk, but it should be served chilled in pitchers since brief exposure to air gives the sterilized product an added fresh flavor. Samples have reportedly kept for as long as six years without spoilage.

Evaporated and condensed milk may be stored at room temperature until the container is opened. Then they should be refrigerated in the same way as fresh fluid milk.

Dry milks will keep for several months at room temperature of 75 degrees or lower, or they may be kept in the refrigerator. Non-fat dry milk is more stable than whole dry milk because of its lack of fat. Both should be stored in tightly-covered containers to prevent moisture absorption, which causes off-flavors to develop and makes reconstitution difficult.

(Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)

SIU SOCIAL SECURITY BULLETIN BOARD

SIU Welfare, Vacation Plans

Cash Benefits Paid—June, 1963

	CLAIMS	AMOUNT PAID
Hospital Benefits	5,940	\$ 58,721.26
Death Benefits	22	51,123.15
Pension-Disability Benefits	445	66,750.00
Maternity Benefits	29	5,950.00
Dependent Benefits	511	64,383.55
Optical Benefits	401	4,499.85
Out-Patient Benefits	4,528	37,081.00
Vacation Benefits	1,353	430,548.14
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD...	13,229	\$719,056.95

SIU Clinic Exams—All Ports

June, 1963

Port	Seamen	Wives	Children	TOTAL
Baltimore	102	42	12	156
Houston	107	10	10	127
Mobile	60	9	18	87
New Orleans	268	12	18	298
New York	436	41	32	509
Philadelphia	30	24	3	57
TOTAL	1,003	138	93	1,234

SIU Blood Bank Inventory

June, 1963

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	7	0	0	7
New York	107½	32	4	135½
Philadelphia	23	7	2	28
Baltimore	58½	1	0	59½
Norfolk	16	1	0	17
Jacksonville	25	0	0	25
Tampa	6	0	3	3
Mobile	16	0	0	16
New Orleans	41	8½	0	49½
Houston	7	½	0	7½
Wilmington	2	1	0	3
San Francisco	6	0	0	6
Seattle	15	0	0	15
TOTALS	330	51	9	372

France Curbs Job Actions In Transport

PARIS—A bill outlawing wildcat or "flash" strikes in French transport and public utilities services has been passed by the French Assembly over the strong opposition of labor unions and many political parties.

The French Senate vetoed the highly controversial bill, but under French law the Assembly decision prevails when the two houses of the government disagree.

The bill requires transport and utility workers to give five days warning before going out on strike, allowing the authorities time to take measures to keep the services going. The Assembly approved the anti-strike measure by a vote of 257 to 204.

Before the Assembly vote, about 10,000 workers held a mass meeting at the Place de la Republic in a show of solidarity, and denounced the bill and the French Government's labor policy.

In some European countries, such as Spain, strikes are illegal.

Seamen's Strike

Meanwhile, a five-day strike over wages by French seamen, which tied up shipping in Mediterranean ports, has ended, and thousands of stranded travelers are again on their way. Officers as well as seamen took part in the walkout to protest a continuing wage conflict. Further strike action was threatened for the future unless steps are taken to settle the dispute.

12 SIU Oldtimers Go On Pension

An even dozen veteran Seafarers whose combined careers at sea total over 400 years are the latest deep-sea oldtimers to close out their long years of shipboard service, and settle down to a comfortable retirement with the assistance of their SIU pension benefits of \$150 per month.

The addition of this group of pensioners boosts the total number of Seafarers approved for retirement benefits this year to 73. A check of the shipboard departments serviced by the newly-retired veterans shows that 6 shipped in the steward department, 5 in the engine department and 1 on deck.

In the group are: Alton M. Bell, 55; Fortunato Constantino, 69; Donald D. Dambrino, 55; Leonard E. Hodges, 53; Rupert A. Jackson, 57; Manuel B. Lopez, 66; Jose Martinez, 68; Vincent C. Michel, 65; John Pedrosa, 67; Rafael Reyes, 71; Leon Reynolds, 65, and Tony S. Sosa, 61.

Bell is a native of Alabama who joined the SIU at New Orleans in 1942. New Orleans is now his fulltime home, as he recently ended a steward department career which spanned almost 30 years by paying off the Warrior (Waterman). He lists his niece, Nancy Ann Trueblood, of Anderson, Ind., as his next of kin.

Now comfortably settled at his home in Seattle, Constantino was born in the Philippines and journeyed to Baltimore where he joined the SIU in 1939. When he paid off the Young America (Waterman), the veteran deckhand closed over 45 years of active duty on the deep seas. He lists his daughter, Mercedes, of Paco, the Philippines, as next of kin.

Gulfport, Mass., is where Dambrino makes his home with his sister, Mrs. Ruth Rouse. He joined the SIU at New Orleans in 1946 and has sailed for over 25 years as a steward. An army veteran of World War II, his last vessel was the Del Sol (Delta).

Born in Savannah, Hodges signed on with the Union at that port city in 1939. He sailed in the black gang and last shipped aboard the Mt. Rainier (Bull). He and his mother, Mrs. Elizabeth Violet Hodges, still reside in Savannah. A native of the Virgin Islands, Jackson sailed as a steward for 20 years, signing up with the SIU in 1945 at New York. He completed his last voyage aboard the Atlas (Tankers and Tramps) and now lives in Brooklyn, with his wife, Ida.



Bell



Constantino



Dambrino



Hodges



Martinez



Michel



Reynolds



Jackson



Lopez



Pedrosa



Sosa

Shipping in the engine department for over 40 years, Lopez was born in Spain and became a member of the Union at New York in 1947. He and his wife, Virginia, make New York City their year-round address. He paid off the Halycon Pioneer (Halycon) his last trip out.

Martinez is a native of Puerto Rico who joined the SIU at New York in 1946. Nearly all of his career at sea was spent in the engine department and he comported (Calmar) in June. He and portmar (Calmar) in June. He and his wife, Ella, live in Baltimore.

Born in Louisiana, Michel didn't have far to go to become a member of the SIU. He signed on at New Orleans in 1947 and still lives there with his wife, Josephine. A steward, he closed over 35 years of deep-sea activity aboard the Robin Trent (Robin Lines) in April.

Pedrosa became attached to sea life at an early age while still living in his native Portugal. He joined the SIU at Baltimore in 1939 and continues to live there so he can be close to seafaring events. He sailed in the engine department and last voyaged aboard the Massmar (Calmar).

Another native of Puerto Rico,

Reyes is the oldest pensioner in the group. Sailing in the black gang, he compiled over 43 years at sea. He became a member of the SIU at New York in 1940 and is living in Brooklyn with his wife, Maria. He paid off the Alcoa Penant (Alcoa) to end his deep-sea career.

Now living in East Orange, NJ, with his wife, Muriel, Reynolds is another pensioner who shipped in the steward department. Born in

the Dutch West Indies, he joined the Union at Boston in 1938 and concluded a 45-year span of service with a trip on the Alcoa Patriot (Alcoa) in May.

Sosa was born in Tampa and joined the SIU there in 1945. Another veteran steward, he ended his career at sea when he paid off the Hedge Haven (Hedge Haven Farms). He and his wife, Bertha Louise, still make Tampa their permanent headquarters.

Senate Group OKs Sea Safety Rules

WASHINGTON—A Senate Merchant Marine Subcommittee has thrown its weight behind a House bill that would authorize the President to voice United States acceptance of new sea safety regulations that were adopted in 1960 by the International Conference on Safety of Life at Sea.

The new safety regulations were drafted at a world maritime safety conference that was held in London three years ago. In order for the regulation changes to be valid they must be accepted by all the nations involved in the conference.

The Maritime Safety Committee of the Inter-governmental Maritime Consultative Organization, a United Nations Agency, has expressed concern over the slow rate of acceptance to date. At the same time the committee drew attention to regulations on the use of radar to avoid collisions, and praised the initiative of countries which have already issued notices to mariners about radar regulations

without waiting for the revised anti-collision regulations to come into operation.

One of the major areas stressed at the safety conference was the recognition of radar as a navigational aid. This was one of the issues in the investigation of the 1956 Andrea Doria-Stockholm collision off the Massachusetts coast in 1956, in which the Doria sank and 50 lives were lost. The collision paved the way for the 1960 conference.

Number Of Changes

The new convention updates the agreement of 1948 with a number of important improvements to cover changes in marine machinery and electrical equipment, particularly on steering gear in passenger and cargo ships. A prohibition also has been made against using fuels with low flash points as a means of increasing fire protection requirements and bringing them in line with those of the US.

Separate recommendations to ensure proper precautions with all types of bulk cargoes, especially grain, have also been made.

Put Postal Zone On LOG Address

The Post Office Department has requested that Seafarers and their families include postal zone numbers in sending changes of address into the LOG. The use of the zone number will greatly speed the flow of the mail and will facilitate delivery.

Failure to include the zone number can hold up delivery of the paper. The LOG is now in the process of zoning its entire mailing list.

SOCIAL SECURITY REPORT

Joseph Volpian, Social Security Director



Private Firms Can't Do Medicare Job

Commercial insurance companies are besieging the nation's elderly citizens with a new sales campaign for private hospitalization insurance as an alternative to President Kennedy's plan to finance old-age hospital care through the Social Security System.

A close examination of some of the full-page newspaper advertisements extolling the merits of these commercial plans should provide all the evidence needed that private insurance simply cannot do the job. Where the monthly premiums are reasonable, the hospitalization benefits are totally inadequate—\$10 a day in one case. This is against an average daily hospital expense that reached nearly \$35 in 1961.

Where the benefits are comprehensive, the premiums are far beyond the reach of most aged persons. According to the US Census Bureau, half the elderly couples in the country have incomes of \$2,530 a year or less, and half the aged persons living alone have incomes of \$1,050 or less.

Thus the average retired couple falls far short of the \$3,010 a year the Bureau of Labor Statistics has estimated it needs to maintain a "modest but adequate" standard of living.

In such circumstances it is difficult enough for the elderly to meet the ordinary expenses of mere existence—food, clothing and shelter. The added burden of commercial health insurance premiums costing anywhere from 10 to 20 percent of their total incomes is just too much for them to carry.

Yet what other choice confronts the aged if they are to guard against the tremendous financial burden of an accident or serious illness and still preserve the last shreds of independence and personal pride? This is the question Medicare seeks to answer.

The only sensible alternative for a nation with the wealth and resources of the United States, it seems, is to approach hospital care for the aged in the same way that it approached retirement benefits for the aged 28 years ago—through the Social Security System.

That is exactly what the President proposes; that is exactly what the King-Anderson bill, supported by the AFL-CIO, provides.

Under this bill every citizen would pay during his working years for his own old-age hospital insurance—through the Social Security System. This insurance would guarantee the elderly a minimum of hospital care that they can rely on during their retirement—under the Social Security System.

The proposal, in short, is that the aged be given a system that will permit them to live out their lives in reasonable comfort and dignity, without the day-to-day fear of an accident or needed operation that could bring economic catastrophe.

It is the least a proud nation can do for its senior citizens.

Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.



One of the latest group of new SIU pensioners, Seafarer Rafael Reyes, 72 (right), receives his first check for \$150 monthly benefits from SIU Welfare Rep. John Dwyer at headquarters. Reyes has been going to sea 43 years.

Duluth ILA Urges New Cargo Bill

DULUTH—The Plains states of the US are not normally considered maritime states, but the importance of the US maritime industry to the people of these states is pointed up in a letter sent by Local 374-1 of the International Longshoremen's Association here to Congressional representatives asking new cargo legislation.

The letter points out that 46 percent of the men manning US merchant ships come from these inland states, and that the decline of the US shipping industry is hurting not only them but inland farmers, businessmen and labor in general, as well. Pointing to the loss of about 60 US-flag ships in the Great Lakes trade during the past three years, the letter calls for action now to reverse this destructive trend.

Provision Of Bill

The bill proposes that all waterborne cargo destined for or originating in the US must be carried on US-flag vessels, or only on vessels of countries in which the cargo either originated or is destined. All domestic cargoes must similarly be carried on US-flag ships, and foreign-flag vessels may not carry American passengers unless these ships meet the seaworthiness and safety standards set up by the Federal Government and the US Coast Guard.

"Ships are this nation's backbone," the letter states, "and the lack of them was nearly a disaster in both world wars . . . all of us need 'Honest Cargo Legislation.'"

Sea Bottom Called Vast Metal Source

LOS ANGELES — Never fully exploited as a source of wealth, the sea may soon become the world's largest provider of manganese, nickel, cobalt, copper and phosphate if huge deposits of these metals found in abundance on the ocean floor are recovered and mined. A report to a scientific convention held here recently revealed that scientific studies conducted over the past six years show the sea to be a "seemingly inexhaustible" source of many metals vital to industry.

Nodules, or lumps of metals, are present in vast numbers on the ocean floor and, if mined, would eliminate this country's dependence on foreign sources as the main supply for US ore requirements. The US now imports \$6 percent of its manganese and similar amounts of many other metals.

Dr. John L. Mero, research engineer at the University of California Institute of Marine Resources, says that nodule formations on the sea bottom are in greater quantity than could ever be exhausted by their use. On the floor of the Pacific Ocean, he estimated, there are 1.5 trillion tons of nodules which are being added to at the annual rate of 10 billion tons.

"We have," he reports, "a renewable mineral resource to exploit."

The scientist believes that political and population pressures will compel the US to attempt a massive "sea-hunt" because of the profit in mining and recovering the huge aggregate of mineral deposits under the sea.

Recovery would be made through use of hydraulic dredges, with

equipment resembling huge vacuum cleaners, which would sweep up the rich nodules and fill 50 percent of the US need for nickel and more than 100 percent of its requirements for cobalt and other minerals.

US Jobless Aid Overhaul Seen Needed

WASHINGTON — The Federal-state unemployment compensation system has become "obsolete" under today's ever-changing working conditions, says the AFL-CIO Department of Research.

An analysis by the department shows that half of the nation's unemployed are either ineligible for unemployment benefits or have exhausted state compensation, and most of the jobless are receiving a small percentage of their lost wages. In 1939, the study continues, maximum benefits were above 60 percent of average state wages in 35 states and territories, whereas in 1963 only one state belongs in this category.

"A new and even more acute problem has been created as a result of rapid technological change and the impact of automation," the AFL-CIO survey says. "Skills and experiences acquired over a lifetime suddenly are made obsolete." The report notes that "not only are some thrown out of work—they become jobless indefinitely and perhaps permanently."

As a remedy to the problem, the AFL-CIO department supports the Kennedy Administration in urging Congress to pass the McCarthy-King bill which would bring an additional three million workers under the program.

Under the bill, a Federal fund would be set up based on a new uniform Federal payroll tax of three-tenths of one percent. After a worker has been unemployed for 26 weeks, and presumably has exhausted state jobless benefits, he would be eligible for up to 26 additional weeks of Federal payments depending on his job experience prior to his unemployment.

A worker who has been employed half of the previous three years could draw 13 weeks of extended Federal payments and a worker on the job for two-thirds of the previous three years would receive the maximum 26-week coverage.

Uniform Standards

The bill would create a uniform national standard for states to follow in setting the amount of benefits, the goal of which would enable most workers to recover half their lost wages through unemployment insurance. This would be accomplished by gradually raising the ceiling on benefits until it could be fixed at two-thirds the average state wage.

The program's financing would be strengthened by increasing the taxable wage base from the first \$3,000 of salary to \$5,200.

The AFL-CIO department report notes that the Ways and Means Committee of the House of Representatives, which considers such measures, already has a full legislative calendar and says the "real test for the McCarthy-King bill will come in '64."

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margolis

A Candid Guide to Education Loans

Some beliefs to the contrary, money is the most important reason why some youngsters go to college and others often as well qualified do not; why some who start do finish and, others drop out.

For example, in one of several surveys proving this point, the National Science Foundation found that among the upper 30 percent of 17-year-olds, "the largest single reason for failure to enter college appears to be inadequate financial resources." The study also found that lack of money was responsible for up to one-half of the male college dropouts, and one-third of the female.

Increasingly, moderate-income families are turning to loans to get their children through college. There is a danger here, because heavy reliance on loans can saddle a youngster and his family with burdensome debts after graduation. It even may influence his choice of a vocation, warns Allan Ostar, director of the Joint Office of Institutional Research.

The lowest-cost type of loan widely available and probably the first one to seek, is a National Defense Act loan. These Federally-subsidized loans involve a true interest rate of only 3 percent a year, and—very important—the interest does not start accruing until a year after graduation.

Another helpful feature for youngsters hoping to go to college, as well as those already in attendance, is that the National Defense Act loans are available to freshmen. College and state-sponsored loans sometimes are given only to students who have completed one term and sometimes more.

Students apply for Defense Act loans directly to their colleges, and can borrow up to \$1,000 a year. You can take up to ten years after graduation to repay, and if you go into teaching, will have ten percent of your loan cancelled for each year you teach, up to a total of 50 percent. Thus, for students interested in teaching, the Defense Act loans also can serve as a kind of partial scholarship.

Many colleges now tend to offer National Defense loans to students seeking long-term financing and reserve their remaining loan funds for shorter or emergency borrowings. You see, there is a shortage of low-cost loan funds as well as of scholarships, and the loans too have to be rationed.

However, some colleges still do have available their own long-term loans, too. The interest rates on colleges' own loans range from nothing at all in a few cases, to as much as 8 percent, with 3 to 4 most typical. As with the Defense Act loans, usually interest does not begin until after graduation.

A number of states now also have college-loan programs, including Louisiana, Maine, Massachusetts, New Hampshire, New Jersey, New York, North Dakota, Virginia, Wisconsin and Wyoming. Illinois and Michigan are starting such programs.

Sometime these state-sponsored loans are subsidized by the state but arranged through local banks. Your state education department college aid office or high school counseling office, can tell you where to apply.

The state-sponsored loans are not always as reasonable as the Defense Act or colleges' own loans, and in fact are not always as reasonable as they appear. The New York State Loans do cost little. No interest is charged while the student is still in college, and only three percent after. The State Higher Educational Assistance Corp. pays the rest. But Massachusetts loans cost a true interest rate of 5 percent while still in school, and a finance charge of \$4.50 per \$100 after graduation. That means the true per annum rate after graduation is really approximately 9 percent. On a loan of \$1,200 for three years, the student would graduate with a debt of \$1,380, and the additional finance charges for three more years would increase it to \$1,566.

The Maine and Virginia loan programs have similar rates. The New Jersey loans are a little more reasonable, if not as much so as New York's. The Jersey loans require a true or simple interest rate of 5 percent interest before graduation, but the charge remains the same simple interest rate after graduation.

In states that have no loan plan of their own, moderate-cost loans are being sponsored by United Student Aid Funds, but at this time these are not available for freshmen. Over 300 colleges in 30 states now participate in this program. You can get information from your College Student Aid office and then apply for the loan at one of the participating banks in your home town. The interest rate is reasonable enough—a true 6 percent. But unlike the Defense Act and some of the college loans, the United Student Aid loans do accrue interest while the student is still in school.

Next most reasonable source is banks' own college loans, or a credit-union loan. Many banks now offer such loans in addition to having available the United Student Aid and state-sponsored plans. Bank rates on their own college loans are less than on their usual personal or installment loans, and also less than finance-company "educational financing" or "tuition plan" loans.

The bank rates range from as little as \$2.25 per \$100 on a note repayable monthly (a true per-annum rate of about 4½ percent), to as much as \$6 per \$100 (approximately a true 12 percent). A number of banks charge 6 percent simple annual interest on the amount of money actually turned over to you each semester.

One difference between banks' own college loans, and the United Student Aid loans, is that repayment of the bank loans is not postponed until after graduation. You do have to start paying back immediately. However, if you do not need to postpone repayment until after graduation, the bank's own loan may be cheaper in dollar cost even if the interest rate is a little higher, since you avoid accruing interest charges over a longer period.

Highest-cost source is finance-company college loans, because the lender advances only part of the money at a time. For example, on a so-called "\$4,000 plan," the lender may advance as little as \$500 each semester. But you repay each month.

Families also should explore with school counselors one other source of low-cost and sometimes even no-cost loans: Those provided by local community groups such as PTA's and fraternal organizations,

Your Gear . . . for ship . . . for shore

Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Union-operated Sea Chest store.

Sport Coats
Slacks
Dress Shoes
Work Shoes
Socks
Dungarees
Frisko Jeans
CPO Shirts
Dress Shirts
Sport Shirts
Belts
Khakis
Ties
Sweat Shirts
T-Shirts
Shorts
Briefs
Swim Trunks
Sweaters
Sou'westers
Raingear
Caps
Writing Materials
Toiletries
Electric Shavers
Radios
Television
Jewelry
Cameras
Luggage



the SEACHEST



Waiting to cast off lines for Del Sud voyage from the Dock Board's bulk cargo terminal to the Gulf are Seafarers Cyril Henning (left) and Tom Dallas.

Colorfully dressed with flags for the occasion, the SIU-manned passenger ship Del Sud (Delta) inaugurated New Orleans' new "MR-GO" channel—the Mississippi River-Gulf Outlet—last month, enroute to the Caribbean and the East Coast of South America. The 76-mile waterway is a shortcut to the sea that completely bypasses the Mississippi and lops 40 miles and several hours' steaming from the normal run to the Gulf. Only partially completed, the tidewater channel begins at New Orleans' Industrial Canal, follows the route of the Intracoastal Waterway for a few miles and then cuts through miles of newly-dredged marshland to reach open water at Breton Sound in the Gulf of Mexico.



SIU SHIP LAUNCHES NEW GULF OUTLET



A. P. Stoddard, president, New Orleans AFL-CIO (left), and Clarence Henry, international vice-president of ILA, were among visitors to opening ceremonies.



Getting port-hole view of festivities and water show by harbor craft is Seafarer Harold Crane. Rail-liners are Seafarers J. L. Diosco, 3rd electrician (center, left); D. Domingue, FWT, and Frank "Red" Foley. Ceremonial white nylon line was cast off to start trip.



Papa Celestin's jazz band played traditional farewell for Del Sud's passengers as ship left terminal. She reached open water in seven hours.



Close-up pictures Seafarers Joe Folse, Milton Mouton and John Doyle. They're on Delta Line shoregang.



Waiting on pier to help handle lines, Seafarers Terrill Nesbitt (left) and A. L. Stephens study map showing ship's route.

Lumber Cargoes Pick Up As Loggers' Strike Ends

PORTLAND, Ore.—Lumber ship movements in the Pacific Northwest are beginning to resume, with the end of a ten-week strike by timber workers on this coast. Wood and lumber workers who struck June 8 against two members of the industry's "Big Six" employers were due to start returning to work this week.

Joint strike action by the Woodworkers and the Lumber & Sawmill Workers, an affiliate of the Carpenters, won a substantial wage package in new three-year contracts.

At least one SIU-manned Calmar ship and several vessels crewed by the SIU Pacific District have been idled in various ports during the dispute.

Already ratified are new agreements between the two unions and the Georgia-Pacific Company, a big independent company. Four other independents, who withdrew from the Timber Operators' Council, also came to terms.

The "Big Six" operators are the St. Regis Paper Company, US Plywood—both struck in June—and the Weyerhaeuser Company, Crown Zellerbach, International Paper and Rayonier, Inc., who locked out their employees when the strike started but recalled them to work recently.

Of the 29,000 workers affected at the peak point in the strike-lockout, an estimated 4,000 stayed on strike while negotiations continued at scattered points.

The outbreak of the strike and the progress to its present state of settlement indicates the reasons why the lumber employers have been pressing so hard in Congress for an extension of the Jones Act exemption voted last year to enable foreign-flag ships to move lumber to Puerto Rico. Part of the effort was to resolve labor issues in the lumber field at the expense of US ships and seamen.

Terms of the settlement now reached provide for a three-step pay increase for the timber workers and a formula under which travel time will be paid to loggers for the first time.

To settle a major point of dispute—the demand of the employers

for an end to overtime for Saturday or Sunday work — the new pacts provide that there shall be no discrimination against workers who refuse to work overtime and no concerted action by either party to use overtime as a bargaining "weapon." The companies agreed to drop demands for other changes in the hours of labor sections of the contracts.

Scrap Sales Junk 543 Old Libertys

WASHINGTON—A total of 543 Liberty ships have already been sold for scrap by the Federal Government since the beginning of its program to reduce the "mothball" fleet in 1958.

Disposal of the World War II-built cargo vessels has brought the Government some \$36 million so far.

A Maritime Administration source said that all but 30 of the ships have been sold for scrapping in the US. Market prices, high when sales first started, have fallen so low that the Government has had to fix a floor on its selling price.

The first proud old relic of the wartime merchant fleet was sold in 1958 for \$141,000 but steady changes in the scrap market has caused a sharp drop in prices. The US is now lucky if it can get \$60,000 for one vessel at today's market price.

Recent developments which have reduced the need for scrap in the production of steel is a major cause for the decline. Thirty of the ships were sold to foreign scrap dealers in 1960 when the US scrap market hit bottom, but none have been sold since then because of protests that the Government move was further depressing the market.

Liberty ships are now being sold at a rate of five to eight per month. Most of those in bad condition have already been auctioned off.

Notify Union On LOG Mail

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

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

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

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Plan For Safe Labor Day Holiday

The long Labor Day weekend is almost here again with its grim statistics on the dead and injured. In an effort to reduce the terrible toll of accidents over this coming Labor Day weekend, the AFL-CIO Standing Committee on Safety & Occupational Health has launched its fifth annual nationwide campaign in cooperation with the Labor Conference of the National Safety Council.

Last year 678 Americans—men, women and children—many of them union members, were killed during the holiday period. Every one of these deaths was unnecessary and could have been avoided.

It is tragic that over the years labor's own holiday has become a symbol not only of fun and relaxation but of death and injury as well. It thus becomes the duty of every union member to do everything in his power to reduce the accident toll during the holiday weekend.

During the 1962 holiday, 501 Americans were killed on the road, 57 by drowning, 23 in boating accidents and 97 from miscellaneous accidents. After three straight years of declining accident figures during the annual holiday, the total jumped ahead sharply to this staggering toll.

Automobile accidents, as usual, led the accident parade, so a reduction in the number of automobile accidents this year will go a long way toward making this year's holiday one of the safest ever. The rules for safe driving cannot be repeated too often.

Make sure your car is in top condition. Have it checked by a competent mechanic, before you start out on the holiday weekend. On the road, don't speed and don't drive when you are tired. Above all is the warning that must be repeated again and again—don't drive if you've been drinking.

The second greatest cause of Labor Day deaths last year came through drowning. Many of these drowning victims were children, so if you go out to the shore this year keep a sharp eye on the kids. Let them swim only in areas well patrolled by life-guards. Don't let them go out in the water alone and make it clear that they are to stay within a definite area where you can keep an eye on them. Don't let them wander off on their own.

Boating accidents, which caused 23 deaths last year, are always avoidable. Seafarers especially, who know the rules, should follow them on a holiday cruise just as they would during a normal trip. Make sure your boat has enough Coast Guard-approved life preservers to go around. Keep advised of the weather conditions and don't go out when small craft warnings are up. Make sure your boat is in good condition, carry a good fire extinguisher and observe the rules of good seamanship at all times.

(Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)

SIU Ship Speeds Pipe Piling For US Moon Rocket Base

BALTIMORE—The SIU-manned Bethtex (Bethlehem) carried the first of some ten shipments of pipe piling that will be used at Cape Canaveral in the attempt to land two Americans on the moon and return them safely to earth. Some 2,000 tons of pipe piling were loaded aboard the Bethtex at Bethlehem Steel's Sparrows Point plant for the coastwise run to Florida.

The total order is for 22,000 tons of 16-inch diameter pipe piles, one of the largest single orders for this item that Bethlehem has received. All are expected to move on SIU-manned ships.

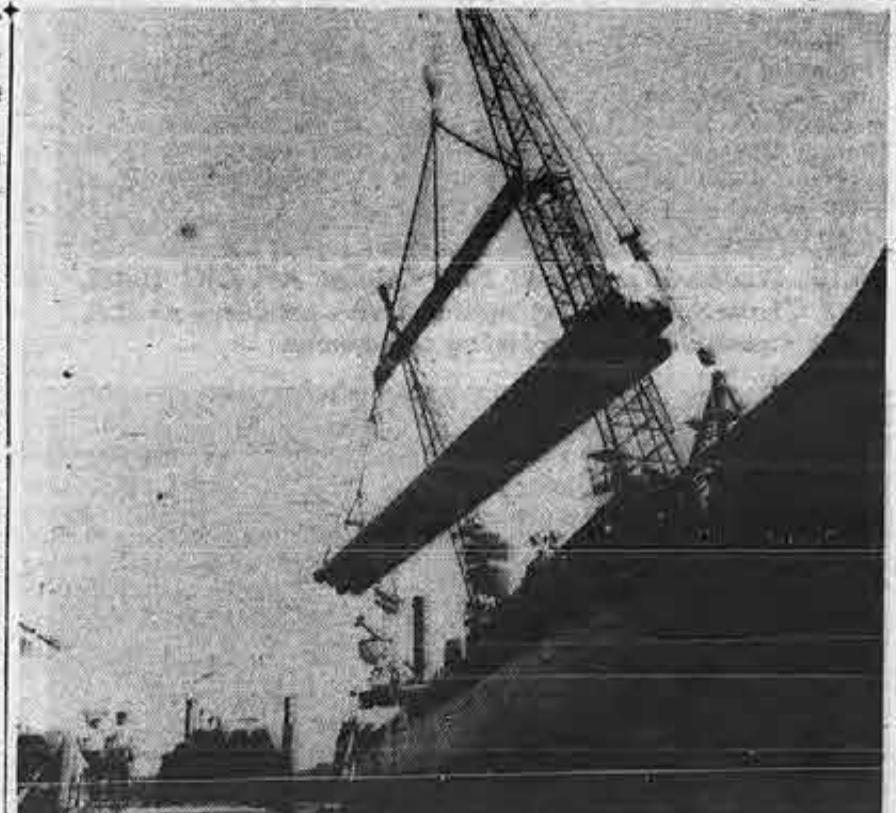
The pipe pilings will support a 52-story vertical assembly building in which unmanned moon rockets will be assembled and checked out prior to the launching of the 238,857-mile space journey. The building is so cavernous that four rockets could be assembled simultaneously indoors, one in each of four bays.

One bay will be completed by early 1965 to permit the first unmanned moon shot by a Saturn-type rocket.

The 4,250 individual piles, a total of 700,000 feet in length, will hold up the 525-foot-high structure which will cover an area of 670 x 310 feet. Each composite pile will extend from 160 to 175 feet to bedrock and will be filled with sand topped with concrete.

They will be sunk three feet into rock to provide resistance against uplift and to hurricane-force winds that are encountered in the area. The first piles were expected to be driven in place last week.

The great number of piles un-



Part of a 2,000-ton shipment of steel pipe piling is swung aboard the SIU-crowed Bethtex (Bethlehem) at Sparrows Point in Baltimore for shipment to Cape Canaveral. Some 22,000 tons will be shipped all together.

der this vast building is necessary because of the tremendous weight of the rockets. The launch vehicle will weigh six million pounds. It can hurl 120 tons into orbit around the earth and lift a 45-ton payload to the moon.

'Fair Trade' Bill Clears House Unit

WASHINGTON — A so-called "quality stabilization bill" which the AFL-CIO has charged would force consumers to pay higher prices has been approved by the House Interstate Commerce Committee.

The bill is a variation of "fair trade" legislation designed to enable manufacturers to control the retail price of their products. It was introduced by Rep. Oren Harris (D-Ark.) committee chairman, and 22 other representatives.

A lone dissent to the committee action was registered by Rep. John D. Dingell (D-Mich.), who said: "This legislation is bad for the economy, bad for the retailer, and very bad for the consumer."

The bill would apply to brand-name products where the manufacturer does not have a monopoly and competes with similar products made by other manufacturers. Such a producer would have the right to set the retail price and to obtain injunctions against any retailer offering his product below the set price.

The committee added a "states rights" amendment specifying that the legislation would not apply in any state which had a law prohibiting manufacturer-imposed minimum prices.

Labor's warning that any type of "fair trade" law would mean higher prices was backed up by the former head of the Justice Department's anti-trust division. He said surveys have shown that consumers in states with similar laws pay from 19 to 27 percent more than those in other states.

DIGEST OF SIU MEMBERSHIP MEETINGS

NEW YORK, July 8—Chairman, Cal Tanner; Secretary, Dan Butts; Reading Clerk, Bill Hall. Minutes of previous meetings in all ports accepted. Port Agent's report on shipping, need for rated men and blood bank carried. President's report on Cuban ship beef, SIU contract, Norfolk building, Jay-Kay strike, Medicare, City of Hope dinner and Maritime Evaluation Committee findings was accepted. Secretary-Treasurer discussed the quarterly financial committee report, CPA report, printing of SIU constitution, Canadian beef, Jay-Kay strike, Norfolk building, Bull Line situation. Report accepted. Welfare services report accepted. Quarterly financial committee's report accepted. Meeting excuses referred to Port Agent. Auditor's reports accepted. Total present: 403.

PHILADELPHIA, July 9—Chairman, Frank Drozak; Secretary, Steve Zubovich; Reading Clerk, Charles Stansbury. All previous port meeting minutes accepted. Executive Board minutes of May 8 presented and read. Port Agent reported on shipping, proposed coke machine, Cuba ship beef, blood bank and need for rated men. Report accepted. President's and Secretary-Treasurer's reports for June accepted. Quarterly financial committee's report accepted. Auditor's reports accepted. Total present: 70.

BALTIMORE, July 10—Chairman, Rex E. Dickey; Secretary, Charles L. Fishel; Reading Clerk, Tony Kastina. Minutes accepted of all previous port meetings. May 8 Executive Board minutes presented. Port Agent's shipping report accepted. June reports of the President and Secretary-Treasurer accepted. Report of quarterly financial committee accepted. Meeting excuses referred to dispatcher. Auditor's reports accepted. Total present: 221.

COPE REPORT



AFL-CIO COMMITTEE ON POLITICAL EDUCATION

AGED HAVE BETTER CHANCE IN CONGRESS THIS YEAR. The eyes of the aged are once again turned toward the House Ways and Means Committee and the prospect that it will open new hearings on the King-Anderson bill embodying the Kennedy Administration's program of old-age hospital insurance financed under the Social Security System. The committee, which under the rules of Congress must originate all legislation affecting taxes, is currently engaged in "marking up" the Administration's proposals for income tax reduction and reform.

But when that task is completed, it is expected to turn its attention to King-Anderson, which is next on the President's priority list. The Ways and Means Committee, headed by Rep. Wilbur Mills (D-Ark.), held three weeks of hearings last year on an earlier version of King-Anderson without coming to a vote. The line-up in the 25-member group was reported at the time to be 15-10 against the measure.

Things have happened since then. One King-Anderson opponent on the committee, Rep. James B. Frazier Jr. (D-Tenn.), isn't back in Congress this year. The voters of Tennessee's third district preferred underdog Wilkes T. Thrasher, who campaigned strongly in the Democratic primary in favor of the President's health care program and against Frazier's record of opposition to it.

There have been other changes in the committee's membership to reduce the estimated margin against King-Anderson to 14-11 with the strong possibility that the health care advocates can pick up additional votes in the course of the hearings. The committee has thus moved significantly from the 17-8 vote by which it rejected in 1960 the original old-age health insurance plan first introduced in 1957 by former Rep. Aime J. Forand (D-RI), who since retiring from Congress has been carrying on the fight as head of the National Council of Senior Citizens.

While the battle this year is expected to occur in the House, support for King-Anderson also has been growing on the Senate side and the Administration reports that today there is a clear majority of Senators who have indicated support for it. In 1960, a revised version of the Forand bill offered as an amendment to a House-passed Social Security bill by Sen. Clinton P. Anderson (D-NM) and Kennedy (who was then a Senator and Presidential candidate) failed by a 51-44 vote.

Last year, a compromise worked out by Anderson and Sen. Jacob K. Javits (R-NY) again failed to complete the difficult amendment route, this time by a 52-48 vote. The bill now proposed on behalf of the Administration by Anderson and Rep. Cecil R. King (D-Calif.) is a significant improvement over the measure offered to the 87th Congress.

It will permit elderly persons to select one of three hospital insurance options and, in addition, calls for up to 180 days of nursing home care per illness and up to 240 home health visits a year by nurses and therapists, plus necessary outpatient hospital diagnostic services beyond the first \$20 of cost.

LABOR ROUND-UP

Members of Local 42 of the Plumbers and Pipefitters in Reading, Pa., struck more than 12 major construction jobs in Berks County but, at the same time, did an important public service. Members donated their labor to complete the plumbing for a new Camp Fire Girls while they were still on strike.

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A long-time union foe in Norwalk, Conn., M. Aron & Company, signed a contract with the Amalgamated Clothing Workers of America giving its 80 workers a 22½-cent boost over the term of the agreement. Aron is one of country's largest tie manufacturers, and will now send its large volume of contract work only to union companies. Workers at the plant also gained standard ACWA health, welfare and retirement benefits, stipulated minimum rates, seven paid holidays and two-week paid vacation.

~ ~ ~

The Air Line Pilots Association and United Airlines have agreed on a new 18-month contract covering more than 3,000 pilots. The pact is the first combined agreement since the merger of United and Capital Airlines two years ago. It provides for new pay rates and improvement in rules, working conditions and pensions plus some

new fringe benefits. A key provision is that jet planes shall be operated with a minimum of three pilots. This resolves a dispute over crew size that had been pending since 1961.

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Awards by two arbitration boards have upheld the Lumber and Sawmill Workers Union, following a bitter, month-long woodlands strike in Northern Ontario, Canada, earlier this year. As a result, reduction of the workweek in the bush operations from 44 to 40 hours with no loss in take-home pay is expected to be established throughout the area. The union is a division of the United Brotherhood of Carpenters and represents 15,000 workers in the province.

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A triumphant third win in a row over District 50 of the unaffiliated Mine Workers has been scored by the Union of Papermakers and Paper Workers in a hotly contested election by a margin of almost 2 to 1. The UPPW's victory came at the Oxford Paper Company's fine-paper installation at Rumford, Me., and marks the 15th time the UPPW has won over District 50. The victory was achieved in a special runoff vote to decide which union would represent more than 2,400 paper workers at the plant.

'Just A Breather ...'



On September 2, Americans will observe Labor Day, a day inaugurated by the Knights of Labor in 1882, to honor the working man, and made a national holiday by the US Congress in 1894.

Throughout the nation, tributes will be paid to the working men and women whose labor helps build and make America strong. Acknowledgement will be made of the great economic and social advances achieved by American workers through their trade union movement. But in checking off the accomplishments which have so significantly strengthened and protected our welfare and security, we cannot but be reminded that this all-important function of unions is never ended.

New problems are constantly arising to challenge the trade union movement in its continuous struggle to protect workers. The once-seemingly unattainable issues of the right to organize, to bargain collectively, to a liveable wage and decent treatment by the employer have been realized. But new problems have emerged as they always will.

On this year's Labor Day, the goals and objectives are as clear and challenging as those that faced the labor movement in past periods. The trade union movement is engaged now in resolving many problems on which the security and well-being of all American workers are hinged—the problems arising out of automation, of assuring equal opportunity and employment for all American workers regardless of creed or color, and the complications of increased foreign competition with American industry, to cite a few.

The problems of working men and women will change as time and conditions change, and the trade union movement, by its very nature, will always be engaged in the continuing struggle to attain a more secure and better way of life for all American workers.

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Farm News

The US Department of Agriculture is still branching out—first it went into the ferry-

boat business and now it's decided to enter the newspaper field.

The Agriculture Department introduced its latest enterprise on August 1 when it began transmitting market news to commercial subscribers over a nationwide, leased wire teletype network. The subscribers to the service include many newspapers and radio-television stations.

This aroused the ire of the American Newspapers Publishers Association, which filed a petition with the Federal Communications Commission asking that the Agriculture Department be enjoined from competing with private agencies in the wire service business.

In the petition to the FCC, the publishers likened the Agriculture Department service to the "Russian system" and claimed that "an expansion of the concept would result in a government-controlled news service" such as the Tass Agency in the Soviet Union. The ANPA also intimated that any newspaper which wrote editorials that were unfavorable to the Department ran the risk of having the market news service discontinued without notice.

'Try Agriculture,' Says FCC

The FCC dismissed the petition, claiming it had no jurisdiction in the matter, and suggested that the publishers address their grievances directly to the Agriculture Department.

This is not the first instance when Agriculture has moved into direct competition with private enterprise. On May 28 of this year, as reported previously in the LOG, the Department set itself up as a competitor in the transportation industry by taking over the operation of a passenger ferry used to transport Agriculture Department employees to and from an Animal Disease Laboratory on Plum Island in Long Island Sound.

In entering the transportation field, the Department's carferry displaced a commercial carrier, the New London Freight Lines, which had serviced the route for several years.

SIU ARRIVALS and DEPARTURES

The deaths of the following Seafarers have been reported to the Seafarers Welfare plan and a total of \$14,000 in benefits was paid (any apparent delay in payment of claim is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates):

Kendall W. Kelly, 61: Heart disease was fatal to Brother Kelly on May 17, 1963 in Brooklyn, NY. A member of the SIU since 1947, he had sailed in the deck department. Surviving is his sister, Evelyn S. Shaw, of Chillicothe, Ohio. Burial was at Long Island National Cemetery, Pinelawn, NY. Total benefits: \$4,000.



Louis Vecchiet, 70: A heart condition was fatal to Brother Vecchiet on April 25, 1961, at the USPHS Hospital in New Orleans, La. He had joined the SIU in 1939 and sailed in the engine department until he went on pension in 1956. Burial was at the Garden Of Memories Cemetery, Jefferson, La. The National Foundation for Infantile Paralysis, New Orleans, was named as beneficiary. Total benefits: \$1,000.



Morris B. Midgett, 53: Injuries received in an accident proved fatal to Brother Midgett in New Orleans, La., on July 17, 1963. A member of the SIU since 1957, he had sailed in the deck department. His mother, Mrs. Nancy J. Midgett, of Manns Harbor, NC, survives. Burial



al was in Manns Harbor. Total benefits: \$4,000.

James M. Snell, 72: Brother Snell died of natural causes at his home in Orange, Texas, on July 12, 1963. He joined the SIU in 1943 and had shipped in the steward department until he went on pension in 1958. His daughter-in-law, Mrs. Blanche Snell, of Orange, survives. Burial was at Anacoco



Cemetery, Anacoco, La. Total benefits: \$1,000.

Ib Schneider, 28: Brother Schneider died of natural causes on June 9, 1963 while in Copenhagen, Denmark. He joined the SIU in 1961 and had shipped in the deck department. His father, Kai Schneider, of Copenhagen, survives. Burial was at Sundby Crematory, Copenhagen. Total benefits: \$4,000.



All of the following SIU families have received a \$200 maternity benefit, plus a \$25 bond from the Union in the baby's name, representing a total of \$2,600 in maternity benefits and a maturity value of \$325 in bonds.

Lori Maureen Sikes, born June 16, 1963, to Seafarer and Mrs. Horace S. Sikes, Wilmer, Ala.

Michael Kerry Frazier, born May 29, 1963, to Seafarer and Mrs. Dan Frazier, Whistler, Ala.

Bruce J. Oreo, born June 24, 1963, to Seafarer and Mrs. Anthony P. Oreo, Philadelphia, Pa.

Shewanda Johnson, born May 14, 1963, to Seafarer and Mrs. Robert Johnson, New Orleans, La.

Paul Eric Becker, born July 26, 1963, to Seafarer and Mrs. Howard F. Becker, Brooklyn, NY.

Shirley Lenette Webb, born July 8, 1963, to Seafarer and Mrs. James L. Webb, Mobile, Ala.

Paul Lee Gondzar, born June 25, 1963, to Seafarer and Mrs.

Stanley P. Gondzar, Baltimore, Md.

Roxanne Tukey, born July 12, 1963, to Seafarer and Mrs. Norman Tukey, Brooklyn, NY.

Allen Bell, born March 17, 1963, to Seafarer and Mrs. Allen Bell, Brooklyn, NY.

Susie Mendez, born April 30, 1963, to Seafarer and Mrs. Hector Mendez, New Orleans, La.

Michael Irving, born August 7, 1963, to Seafarer and Mrs. Harold W. Irving, Brooklyn, NY.

Barbara Irvine, born July 15, 1963, to Seafarer and Mrs. David M. Irvine, Staten Island, NY.

Theodore Rose, born May 24, 1963, to Seafarer and Mrs. James E. Rose, Parkville, Md.

Pensioner Halls Welfare Assist

To the Editor: I have been inactive and on permanent disability since my last vessel, the Jean LaFitte (Waterman), in 1961, but I have followed the LOG very closely on the workings of our Union and the development of welfare programs for our members and their families.

the Union in my wife's behalf. When she underwent an eye operation at a shoreside hospital, she had the full help of the plan in every necessary detail.

As far as the USPHS hospitals are concerned, I can also say that they give wonderful care at all times. Sometimes I hear complaints from some of the patients, but it is worthy to note that the happy patients greatly outnumber the complainers.

Fernando D. Dacanay
SS Steel Chemist

LETTERS To The Editor

All letters to the Editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

Applauds LOG Special Features

To the Editor: Congratulations to the LOG for its fine presentation of items which vitally interest the membership and are offered in the form of supplementary features in the regular issues.

Again and again I'm proud to say that when I became a member of this organization it was the best decision I ever made.

Recently I had reason to further appreciate being a member of the SIU.

My wife became ill and needed hospitalization at once. As our income is small, I went to the SIU hall in Wilmington to find out what could be done and found out that I was eligible for welfare benefits while I was on a pension.

They gave me the forms for the doctor and the hospital, and I thought my troubles were over. But the first operation was not a success, although all the bills were settled by welfare. Sixty days later my wife had to re-enter the hospital for the same operation, and at the time I was not aware that I would be eligible for additional benefits.

But today all the hospital and doctor bills have been paid by the Welfare Plan, and my sincerest deepest thanks go out again to our officials who had the foresight to see in earlier years what a seaman and his family would need in his later years.

William Hendershot

In particular, the detailed and comprehensive report on "Hospital Insurance for the Aged through Social Security" was of major interest to all Seafarers and the general public as a whole.

The supplementary report on the SIU of Canada's beef with Upper Lakes Shipping was another typically fine feature to acquaint the membership with the true facts surrounding this dispute and, at the same time, refuting the one-sided reports offered to the public through other news media. These supplements do all of us a great service.

In passing, I'd like to comment on a recent letter to the LOG which dealt with our pension and welfare set-up. It appears to me that some of those writing in have lost the true significance of what a pension was originally conceived and originated for.

In his letter, the writer suggested that members be eligible to go on pension at a comparatively early age so "that new people can move into the industry." I say that new people are constantly moving into our industry and into the SIU and will continue to do so. It isn't necessary, to me, to deal out pensions at an early age in order to accomplish this.

Welfare Plan Draws Thanks

To the Editor: As an SIU member I am proud to say that SIU Welfare Plan is a great success and I can say this from personal experience.

During my stay at the US Public Health Service Hospital at Staten Island, NY, I underwent two separate operations, for ulcers and my right eye. Before and after the operations Union welfare representatives had called at the hospital and took excellent care of me and saw to my every request.

As our Welfare Plan covers dependents, I can also thank

Though our pension plan has been in effect a few short years, I suggest that it is not economically possible to develop the Utopian plans that some have in mind at the present time. We must all consider the program in the light of what it was originally intended to do.

That was, and is, to provide some measure of financial security for the oldtimers whose productive years have ended due to advanced age and to those of us who have been forced to retire because of physical disability.

Art Lomas

SEAFARERS in DRYDOCK

Seafarers are urged at all times when in port to visit their brother members and shipmates in the hospitals. The following is the latest available list of SIU men in the hospitals around the country:

NEW ORLEANS, LOUISIANA
C. Anderson, Gordon Long, Kenneth MacKenzie, Alexander Martin, P. T. Martin, Jr., Anthony Maxwell, William Newson, William Padgett, Charles Parmar, Milton Rathel, William E. Roberts, Billy Russell, Joseph Scramutz, Andrew Smith, Fred Sokero, Viljo Spruelli, Jr., John Stanley, Adolph Swenson, Ruffin R. Thomas, Robert Trippe, John Trambino, William Wade, James Walker, Leon Webb, John Word.

STATEN ISLAND, NEW YORK
Gormaire Bloeman, Philip Korall, Charles Brinton, Ben Ladd, Vernon Burkhardt, Gus Lisakos, Agustin Calderon, Henry McTori, Benny Callorina, Isaac Miller, Ralph Caramante, John Monaghan, Antonio Carrano, George Heiza, Thomas Cox, James Nicholson, Stanley Czarnicki, Fred Peterson, Antonio Dornzella, George Pilaris, Erik Fisher, Joseph Raymond, Daniel Gemeiner, Pedro Reyes, Estell Godfrey, Brick Ruddie, Robert Goodwin, M. A. Said, Frank Hanacheck, Joseph Scully, Edwin Harriman, M. Sharpe, Richard Haskin, Jr., James Sherlock, Charles Hayward, James Shiber, Thomas Hickey, Johnovich, Vincent Hoessel, John Szczepanski, Calvin Jones, William Walker, William Jordan, Bernard Zeller, Carl Kendall.

SAN FRANCISCO, CALIFORNIA
Pastor Ahlin, M. Dembrowski, Colon Boutwell, Donald Hampton, George Champin, Fidel Lagrimas, Thomas Connell, Henry Lovelace.

USPHS HOSPITAL GALVESTON, TEXAS
Eric Berg, Roy Justice, Jr., Francis Burley, Anders Johansen, Raymond Baker, Bernie Kazmierak, Robert Cooper, William Lawless, Herbert Collins, Billy Lynn, John Crosswell, William Oswinkle, Joseph Dudley, Delvin Reynolds, Leslie Dean, Jack Strahan, Adelia Frube, Frank Schutz, Kimon Fakoutakis, Charles Scherhans, James Gates, Erwin Whittington.

HOUSTON, TEXAS
John B. Williams

SAVANNAH, GEORGIA
E. Anderson, F. Rodriguez, Robert Christensen, B. E. Sroekman, Ignazio D'Amico, Guy Whitehurst, William Morris, Douglas Wood.

NORFOLK, VIRGINIA
Floyd Fulford, William Rutkowski, Harry Hayman, Sr., James Whitley, Frederick Otto.

SEATTLE, WASHINGTON
Cornel Amelincek, Russell McLeod, Thomas Colbert, Raymond Ruppert, James Gentry, Richard Shaffner, Juan Mojica.

VA HOSPITAL
L. B. Thomas, Sherman Wright.

USPHS HOSPITAL BRIGHTON, MASS.
V. Chamberlain, Edward Wright, Daniel Sheehan, Daniel Murphy, Eugene Stewart.

DETROIT, MICHIGAN
Albert Cushman, Tom Kobayanski, Martin Fahy, Dominic Oliver, Steve Fortina, George Palm, Henry Hughes, Lindsey Pratt, A. G. Kenny, Thomas Richards, Paul Rose Kerby, George Virosteck.

BALTIMORE, MARYLAND
Knud Bech, Gustava Loeffler, J. Bertorelli, Jr., Rafal Meslowski, Laverne Buchanan, Walter Pachulski, Jose Caramas, Jr., William Peterson, William Davis, Jack Sanders, John Emerick, Robert Stokes, Benjamin Gary, Billie Welch, Donald Gary, Opie Wall, Michael Gaudio, Ellis Zimmerman, Carl Jupitz, Vernon Keene, Juan Landron.

FORT WORTH, TEXAS
Gerald Algernon, Thomas Leahy, Robert Banister, George McKnew, Benjamin Deibler, Arthur Madsen, Adrian Durocher, Max Olson, Abe Gordon, Robert Young, James Grantham, William Young, Joseph Gross.

STATEN ISLAND, NEW YORK
Alberto Gutierrez, William Kenny, Thomas Isakson.

MEMPHIS, TENNESSEE
James McGee.

MOUNT WILSON STATE HOSPITAL
MOUNT WILSON, MARYLAND
Charles Ackerman.

WEST ROXBURY, MASS.
Raymond Arsenaull.

PINE CREST HAVEN
COVINGTON, LOUISIANA
Frank Martin.

NORTHAMPTON, MASS.
Maurice Roberts.

US SOLDIERS' HOME
WASHINGTON, DC
William Thomson.

Get Certificate Before Leaving

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

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY. I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

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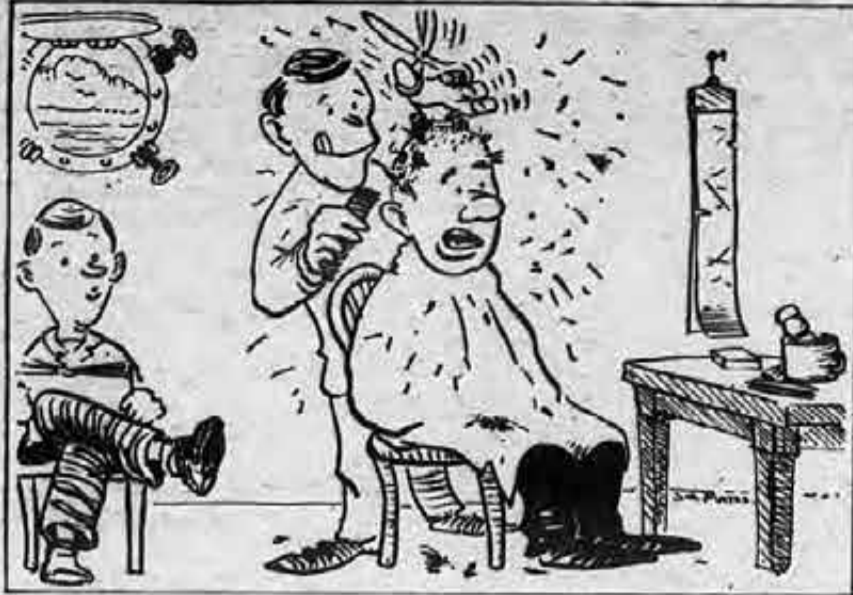
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'Sea Life'

by Jim Mates



"Try to give me a nice trim this time, Stewey. I'm getting married in the morning..."

Stranded Seafarer's Long Voyage Home

By Seafarer James Sherlock, PB-8743

One of the side-effects of the Bull Line situation concerns the difficulties some Seafarers had in faraway places to get home after their ships were stranded overseas. Seafarer James Sherlock, ex-SS Ines, tells his story here.

You wouldn't believe what could happen just because a guy doesn't want to fly, but here's the story anyway, plus a line to thank a few brothers for a helping hand.

I was an AB on the SS Ines when the Bull Line fleet began hitting money problems, and we were taken off the ship in Aden back on March 4. Since I don't fly, they were to send me home by ship. (Most of the crew arrived in New York by air a few days later.—Ed.)

I was told they would send me home as a passenger on a ship in a couple of days, and was put up at the Seaman's Club in Aden while I waited. Three weeks later I was still there, broke and out of smokes.

The American vice-consul, John D. Tinny, told me he couldn't give me any help outside of room and board, so I wrote a brother of the SIU who's got a place in New Orleans called Casey's Lounge. I asked for some dough to be sent to me care of Mr. Tinny. Everyday



Sherlock

I would walk from the Seaman's Club to the consul office to find out if there was an answer.

In a few days, the SS Vivian, an SIU ship, came in to Aden on the way to Chittigong, Pakistan, and they put me in the wiper's room as a workaway. Then, after I signed on, the consul gave me the money order from New Orleans drawn to the chartered bank of Aden. He said he'd forgotten he had received the money many days before.

Since the bank was closed for the day and the Vivian was sailing in two hours, I called the president of the bank. An arrangement was finally worked out with him and the consul for me to pick up the money in Singapore, where the Vivian was supposed to be going after Pakistan.

But after we got to Chittigong, we learned the Vivian would be there a month or longer. Since the Titan, one of the Bull Line ships taken over by the Government, was there and it was going to the States, I tried to get on there. I had to sell my radio and camera to get to the American consul 300 miles inland, but I finally got to see him.

Now I went on the Titan as a

workaway. The Titan then went to Karachi for 16 days, and then to the Persian Gulf. So a little over two months after getting off the Ines in Aden, I was passing my old ship and heading home.

While in Karachi, I met some SIU brothers I know and they gave me a helping hand money-wise, so I'd like to take this chance to thank them and wish them good luck. I'm talking especially of the guys on the Steel Maker like bosun Duke Keifer, Mike the chief electrician and John the dayman, from Houston. While I'm at it, thanks to Slick Story, the bosun off a Waterman ship, who was also there.

Thanks to all of them for their help. I'm mailing this from Port Said at Suez, so I guess I'll really make it home one of these days.

OMNIUM FREIGHTER (Mol Shipping), July 12—Chairman, Sykes; Secretary, Driscoll. No beefs reported. Motion to have all repairs made before going to sea. Membership goes on record not to accept company's word that repair work will be done during voyage, because of failure to secure parts, materials and tools the two previous voyages. Fresh water tanks to be cleaned. Ship to be fumigated. Tools and spare parts needed.

STEEL MAKER (Bethlehem), July 5—Chairman, Melvin Keefer; Secretary, Tony M. Gaspar. \$55.00 in ship's fund. No beefs reported by department delegates. Suggestion made that all keys be turned in before leaving the ship, and to strip bunks. Vote of thanks to all delegates for satisfactory work.

WARRIOR (Waterman), July 7—Chairman, Sam W. McDonald; Secretary, M. B. Elliott. Captain Sidney Brown thanked men for returning money on an overdraw. Chief engineer thanked crew for helping conserve the water when ship was short. Crew requested to bring in excess linen. Vote of thanks to steward department.

TRANSINDIA (Hudson Waterways), July 14—Chairman, Sam Hacker; Secretary, J. Mahalov. Voyage has been smooth with no major beefs. Vote of thanks given to Capt. G. J. Carrich for his cooperation regarding matters concerning crewmembers and delegates. Vote of thanks given to delegates for a smooth voyage.

BETHFLOR (Bethlehem Steel), July 18—Chairman, Greff; Secretary, Bedell. \$20.83 in ship's fund. Motion for negotiating committee to ask for a minimum of two hours for all work done after 1800 and before 0600. Brother Greff was elected to serve as ship's delegate. Discussion on trying to get ship air-conditioned.

SENECA (Peninsular Navigation), July 7—Chairman, William H. Johnson; Secretary, R. R. Maldonado.

Like everybody else, seamen are either family men or "loners" with a big heart who love little kids. The gang on the Alcoa Pioneer (Alcoa) proved this again when they recently began setting up plans to donate their shipboard television set and ship's fund to a children's welfare agency. All they had to do was decide on the outfit to benefit from their bounty.

A letter just received from the ship in the form of an acknowledgment from the Children's Rehabilitation Institute of Reisterstown, Md., shows they've made their promise good. The note warmly acknowledges the gift of the TV plus \$40 in cash. "We appreciate your kindness," wrote P. Potter, director of the occupational therapy department, "and the children will be delighted." We have a feeling that the Pioneer got a big kick too out of playing Santa a little early this year.

The SIU crew on the Walter Rice (Reynolds) has added another laurel to its cap. Meeting chairman R. "Curly" Neilson says that "history" was made when the bulk carrier hauled 24,000 long tons of sugar from Hawaii to the Gulf Coast for delivery. This, he continues, is the largest single shipment of the sweet stuff ever made from the Hawaiian islands. Galveston is the next stop for the sugary Rice crew.

Some hearty "thankyous" from the crew of the Seatrain New Jersey (Seatrain) were voted to Seafarer F. B. Kritzier, deck department delegate, for his efforts in behalf of all SIU men aboard. In addition to his delegate's chores, Kritzier also serves as ship's treasurer and meeting secretary. In a report to the crew on how the new TV set was functioning, he also noted how the purchase was made possible by raffling off the old TV and combining this with proceeds from the coke machine. Delegate, secretary and treasurer Kritzier is a busy man.

Engine delegate William J. Loss aboard the SS Niagara (Sea Trans-

Ship's delegate reported that one man was taken off due to illness to a hospital in Miami. The crew wishes him a prompt recovery. W. H. Johnson was elected as ship's delegate. Repairs are incomplete. Discussion why new fans were taken off the ship before sailing.

ALAMAR (Calmar), July 9—Chairman, Star Wells; Secretary, Theodore W. Kubecka. Ship's delegate reported all departments running smoothly. Steward and 1st assistant engineer thanked for the prompt way they handled many things that have come up during the trip, and for their cooperation. Oiler requested that a

DIGEST of SIU SHIP MEETINGS

letter be sent to headquarters concerning work done by the bosun.

IBERVILLE (Waterman), July 14—Chairman, W. J. Burbine; Secretary, H. Carmichael. Ship's delegate reported that everything is running smoothly. Some of the minor repairs have been taken care of. \$2.50 in ship's fund. Suggestion made that all hands cooperate in keeping peddlers out of crew's quarters.

ALCOA RUNNER (Alcoa), July 12—Chairman, C. L. Stringfellow; Secretary, M. C. Cooper. No beefs reported by department delegates. Discussion on having SIU patrolman contact MEBA agent about engineers doing unlicensed men's work. Have patrolman see port steward about fresh fruit and about engineers relieving fireman on OT days.



Rozea

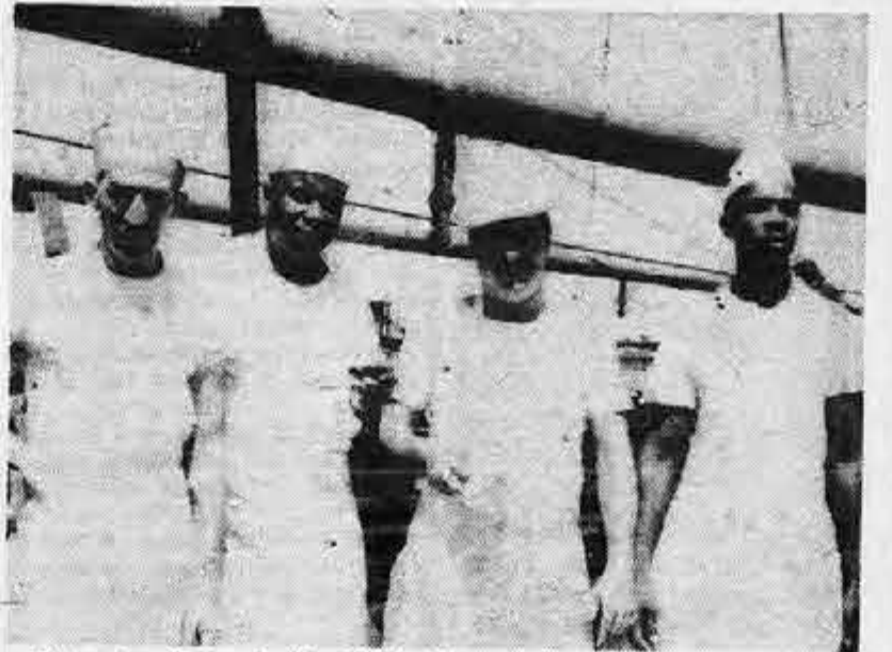


Loss

port) tells of an accident which befell a fellow Seafarer aboard the SIU-crewed vessel July 17. Brother Philip Carlson, working at his chores in the engine department, took a tumble down a ladder in the engineroom and landed 25 feet later on the lower floorplates. Loss says practically all hands scrambled to the scene of the accident to help ease Carlson into a litter basket and hoist him to the main deck. He was kept there until the following day when the ship put into Port Sudan in the Red Sea.

Carlson, complaining of severe back pains, was taken ashore to the English Hospital. The incident Loss notes, reminded all hands of the extra-special care they must exert in moving up or down ladders all over the ship.

Before shoving off to the hospital at Ceuta, Spain, for correction of an ailment, the departing bosun of the Norberta Capay (Liberty Navigation) told the vessel's crew of his appreciation for its fine work and cooperation. He especially praised the deck department, ship's delegate Charles Rozea writes, and asked full support of the incoming bosun. All hands then gave the ex-bosun a rousing round of cheers and good wishes. They also promised full cooperation with his successor, making the sendoff a testament to SIU "brotherhood of the sea."



Returning home to the Gulf after a stop in Egypt, a quartet of steward department Seafarers on Waterman's Afoundria takes a turn before the camera. Pictured (l-r) are W. Perkins, chief cook; R. Collier, night cook & baker; L. Webb, 3rd cook, and H. Henry, galley utilityman.

TAMARA GULDEN (Transport Commission), June 18—Chairman, Walter Brightwell; Secretary, R. Kiedinger. Ship's delegate reported that sample of water was given to US Public Health Service. \$39.20 in ship's fund. E. W. Lambe re-elected as ship's delegate and was given a vote of thanks.

July 13—Chairman, Walter Brightwell; Secretary, Raymond L. Perry. \$32.20 in ship's fund. No beefs reported by department delegates. Suggestion made to check on radio operator charging one hour OT for each telephone call. See patrolman about captain searching rooms without ship's delegate. Ship needs fumigation.

ROBIN GRAY (Robin), July 12—Chairman, R. J. Wendell; Secretary, V. Shilpin. No beefs reported by department delegates. One day's lodging due for lack of hot water. Motion that fresh milk should be obtained in designated foreign ports in addition to present canned milk now on board. Not enough fruit issued to crew. Matter of food in general to be taken up with patrolman.

NORTHWESTERN VICTORY (Victory Carriers), June 13—Chairman, Michael J. Doherty; Secretary, Clarence J. Oliver. Ship's delegate reported that one sick man was returned to States from Yokohama, \$8.60 in ship's fund. Letter concerning retirement and pension plan forwarded to headquarters.

CLAIBORNE (Waterman), July 14—Chairman, F. Parsens; Secretary, Troy Savage. No beefs reported by department delegates. Motion to have retirement after 20 years in Union. Suggestion made to have buzzer from bridge to mess hall for standby. Crew requests more variety in night lunch. Request to have Yale locks put on all foci's. Vote of thanks to steward department.

MADAKET (Waterman), July 7—Chairman, John Hoggie; Secretary, Jack M. Dalton. Ship's delegate re-

ported that there were no major beefs, and things were going along well. \$12.50 in ship's fund. All repairs being taken care of. One messman missed ship in Bremerhaven.

PANOCEANIC FAITH (Panoceanic Tankers), June 27—Chairman, James Batson; Secretary, Jesse Krause. Repair list made up and turned over to Captain. Contact boarding patrolman about painting out rooms the first week after ship sails. Men asked to clean up messroom after each watch and return coffee cups to pantry after using them. Vote of thanks to Steward and his department for making the trip pleasant.

ROBIN HOOD (Robin), July 13—Chairman, L. Gribbon; Secretary, R. Sadowski. Captain agreed to put out a draw every five days and also on the day before arrival in port. V. Tarallo was elected to serve as ship's delegate. \$36.14 in ship's fund. Men requested not to slam doors and make unnecessary noise while men off watch are sleeping. Several constructive suggestions were made at this meeting.

WALTER RICE (Reynolds Metals), June 21—Chairman, J. Cantrell; Secretary, H. Huston. Disputed OT to be taken up with patrolman upon arrival in port. Delegates asked to get together and have suggestions for patrolman regarding contract negotiations. Motion made that day for day pay be made same as coastwise, instead of 30-day basis such as foreign runs. Discussion on shipboard meetings. It was recommended that meetings only be held in port.

NATALIE (Maritime Overseas), July 21—Chairman, J. Cantrell; Secretary, R. W. Ferrandiz. Union notified of man left in Cochin, India, for medical reasons. One man hospitalized in Ras Tanura, Saudi Arabia. Discussion on having chief mate post slopchest prices and to check same. See patrolman about getting midship house sprayed.

The Canyon In The Deep Just Off Times Square

By George R. Berens

The writer is 2nd mate on the SIU-manned containership Elizabethport (Sea-Land), who collects material on "Maritime New York" as a hobby interest. The following is a much-condensed piece on an under-sea waterway above which Seafarers often travel on voyages to and from the Port of New York.

In many places on the earth near the coasts of the continents, deep canyons far beneath the surface cut into the continental shelves, the sloping sea-bed that was once dry land. Often they are offshore in line with the mouths of large rivers, but some of these ocean canyons are found where no rivers of any account exist.

One such canyon is just a hundred miles from New York's Times Square. Because many experts accept the theory that this gorge, nearly 4,000 feet deep, once formed the mouth of the Hudson River, it is named on the charts Hudson Canyon. It is about 7 miles long, 600 feet deep at its head 87 miles southeast of Ambrose Lightship, to over 3,000 feet deep where it opens into the ocean basin.

Back in the early Pleistocene

Age, something like a million years ago, the Hudson was a mighty river draining the lakes far to the north, of which the Connecticut, the Passaic and the Hackensack were tributaries. Its swirling flood poured through the New Jersey Palisades, which towered four times as high as they do today, past a Manhattan where pre-historic monsters still roamed, to drop sheer over a precipice at the end of the Canyon far from the shoreline of today.

This was a deeper water-fall than any in existence now.

Ships approaching New York Harbor from anywhere from East to South must pass over the Canyon or its shallower arm, known as Mud Gorge. This shallow, with depths of over 100 feet, extends from the head of the Canyon to within 3 miles of Ambrose Lightship.

So well is this ancient bed of the Hudson charted that ships running up to enter New York Harbor can ascertain their position with reasonable accuracy by soundings, when landmarks are obscured by fog. Below, within the Canyon, are frigid black waters of deep silence and crushing pressure beyond all imagination.

Oceanographers have found an abundance of marine life in the Canyon and vicinity. Sharks, tuna, mackerel, swordfish and dolphins flash through the surface waters. Weird creatures run through the black ocean depths, like the diminutive sea-devils, dusky fish with huge mouths full of luminescent teeth and just enough tail to swim with.

Others of the deep-sea inhabitants are similar to those found in the deeps throughout the world. Perhaps the crushed hulls of some ships also lie there between the towering cliffs.

Someday, when submarine vessels are built to withstand the terrific pressure, sightseers from New York will be able to visit this strange world beneath the sea only 100 miles from Times Square.

Namesake



The boys on the Yaka (Waterman) get credit for spotting this new bistro at Inchon, Korea, which is tagged the "Seafarer's Union Club" in what is probably an attempt to attract the trade of SIU men in the port. Ship's delegate William McArthur forwarded the photo. The name of the nitespot has nothing to do with the SIU.

LOG-A-RHYTHM:

Cargo

By Paul J. Rehbugh

Cargo East, cargo West, cargo North, cargo South
Cargo for anyone with a hungry mouth.

It is up to us to deliver the goods

From shoreside to any port, to those in the woods.

We sail them loaded deep, and sometimes loaded light;

We navigate the water, wherever we find its might.

So get us the cargo and stow it aboard—

We'll cast off for anywhere, and trust in our Lord.

Overseas Joyce On Deck



All's well with the deck gang on the Overseas Joyce (Overseas Carriers), as this trio takes time out to prove the point. Pictured (l-r) are Seafarer A. Anderson, bosun; chief mate Sorenson and Seafarer M. J. Kerngood, DM and SIU ship's delegate. Steward Felix Van Looy sent the photo to the LOG after a day of picture-taking.

GATEWAY CITY (Sea Land), July 6—Chairman, C. Haymond; Secretary, P. Jakubczak. One day lodging due to all members for no water on June 11, 1963. Motion to have headquarters negotiate for time off for crew members on all Sea-Land vessels. Repair list made up and will be turned in to headquarters. New mattresses ordered but not delivered.

JOHN C (Atlantic Carriers), June 7—Chairman, Kenneth S. Singh; Secretary, H. Galicki. Not enough cois on board ship for crewmembers. One brother hospitalized in Bombay, India, and is in good condition after operation. Motion made that Union be notified that any ship going to India should have enough linen for four months at least. To see patrolman about necessary medical supplies. Ship needs fumigation badly. Meat box door sprung and about 400 pounds of meat went bad.

PUERTO RICO (Motorships), July 4—Chairman, Abraham Aragon; Secretary, Robert N. Young. No beefs reported by department delegates. Brother Harvey L. Graham was elected to serve as ship's delegate. Carpenter will see mate about building a permanent type awning back on the poop deck. Will see captain about purchasing more slop chest supplies. Crewmembers requested to keep down unnecessary noise in passageways. Soap powder inadequate.

STEEL EXECUTIVE (Isthmian), July 3—Chairman, C. Lawson; Secretary, Bill Stark. Ship's delegate reported that eight hour shore holiday in Hawaii will be referred to officials and Union. \$25.05 in ship's fund. \$114 for Staten Island Hospital. No beefs reported by delegates. Crewmembers asked to dress a little neater in mess-hall and not to wear shorts.

ANDREW JACKSON (Waterman), July 6—Chairman, A. Anderson; Secretary, Roscoe L. Alford. Ship's delegate reported that everything is in order with no beefs. Two men left in France. Some disputed OT in engine department. Motion to get new water cooler midship. Motion to have catwalk when any deck cargo is carried. Vote of thanks to steward department for job well done.

ANDREW JACKSON (Waterman), June 25—Chairman, J. H. Fisher; Secretary, M. V. Fay. Discussion held on subsistence for crew. Letter sent to headquarters regarding working conditions. Discussion on need of written clarification on working agreement for delivery job. Telegram to be sent to headquarters.

STEEL VENDOR (Isthmian), June 30—Chairman, J. Goude; Secretary, F. Shafa. \$42.12 in ship's fund. Three hundred hard-cover books were sent to the Seamen's Club in Bangkok and some were sent to the Bangkok Nursing Home. Letters of thanks were received from both places. Motion made that shore passes be issued before working cargo. Motion to have all American money for draws in foreign ports. Motion to have a fan installed in wheelhouse.

AMES VICTORY (Victory Carriers), July 4—Chairman, F. Miller; Secretary, F. R. Kazlukewicz. No beefs reported by department delegates. To see patrolman about new water coolers and repair list. Crewmembers asked to lock recreation room in foreign ports and to keep laundry room clean. Vote of thanks to steward department.

STEEL AGE (Isthmian), July 7—Chairman, James Arnold; Secretary, Egbert W. Goulding. A letter was read about ship's crews having American dollars and traveler's checks while in the Port of Calcutta. Letter was obtained by the ship's delegate from the Chief of Customs in Calcutta. Captain insisted on putting

LOG-A-RHYTHM:

New York

By Henri Perelkow

New York—
You stride with life,
As your people
Crushed into steel cars,
Surge between walls
Into factory strangling daylight.

The Village and Harlem,
"See Broadway and its hot spots—
Chinatown and Coney Island!"

Released from work,
We trudge in your dirt,
Angered by your slums,
Hurt by your sob and groan—
We cling to you with scarred
hands
That raised your glittering
towers.

New York, city of strangers,
With the million tiger eyes,
Tucked in by rivers,
Clamped by bridges—
You throb with beat and clang
Of your workers' heart.

STEEL WORKER (Isthmian), June 14—Chairman, Byron Barnes; Secretary, G. C. Reyes. \$23 left in ship's fund. No beefs reported by department delegates. Byron Barnes was elected to serve as ship's delegate. Suggestion made to crew to flush toilet after use. Suggestion to put out more food for night lunch. Crew requested to keep messhall neat and locked while ship is in port. Suggestion made to refrain from giving away crew's night lunch and ship's bread to stevedores. Men on watch asked to keep messhall neat.

COLUMBIA (Oriental Exporters), May 5—Chairman, S. Heintling; Secretary, A. Reasko. S. Heintling was elected to serve as ship's delegate. Discussion about checking with SIU official regarding no transportation back to port of engagement on inter-coastal articles unless ship is making a foreign voyage. Ship needs new washing machine as the one aboard is broken. Ship should be sougeed all over and painted, if possible.

BULK LEADER (American Bulk Carriers), July 30—Chairman, J. Kennedy; Secretary, W. Young. \$11.75 in ship's fund. All donations will be appreciated. Motion that no one should pay off until payroll is checked for correct amount of days. Adequate ventilation to be put aboard in crew quarters below deck. Discussion on keeping the messroom clean at night.

SAN FRANCISCO (Sea-Land), July 14—Chairman, C. Wysocki; Secretary, John Cornier. Brother Thomas was elected to serve as ship's delegate. \$11.65 in ship's fund. No beefs reported by department delegates. Washing machine needs to be repaired, or a new one put aboard. Crew asked to keep messroom clean and cooperate with messmen.

ELIZABETHPORT (Sea-Land), July 20—Chairman, Malcolm Cross; Secretary, W. W. Bickford. \$2.06 in ship's fund. No beefs reported by department delegates. Malcolm Cross was elected to serve as ship's delegate. Crew favors recent request for some type of transportation being included in contract while in Port Newark. A time-off clause should be negotiated and all ships should be supplied with telephones while in port.

DEL SUD (Dette), July 14—Chairman, H. E. Crane; Secretary, Mike Dumm. Ship's delegate reported everything running smoothly. \$27.85 in ship's fund; \$285.00 in movie fund. Discussion on getting something done so the men can get the medical cards when the ship is in port. Request that the crew washing machines be replaced this trip.

SEATRAN TEXAS (Seatrains), July 14—Chairman, E. L. Bates; Secretary, Alex Jones. No beefs reported. Matter of blowers to be taken up with patrolman on arrival. Vote of thanks to steward department. \$10.20 in TV fund and \$16.00 in coke fund. E. Bates was elected to serve as ship's delegate. Ship is in need of fumigation. Matter of showers having only hot water to be taken up with patrolman.

DIGEST of SIU SHIP MEETINGS

out rupees for the draws while in that port, even after having read the letter from Customs. All other vessels, SIU and NMU alike, were getting American dollars except the Isthmian vessels. \$16.32 in ship's fund. Motion to remove hospital from present location due to the fact that it is in a very noisy place and has no bathroom facilities, such as shower and toilet. Motion that injured crewmembers receive prompt first aid and attention, same as the officers on ship. Ship needs to be fumigated for roaches and rats. Vote of thanks given to the steward department. New washing machine, new toaster and new refrigerator to be installed for the crew.

INGER (Reynolds Metals), June 23—Chairman, James R. Prestwood; Secretary, A. Bendheim. A Bendheim was elected to serve as ship's delegate. \$29 in ship's fund. All new members to donate \$1. Some disputed OT in deck department to be taken up with boarding patrolman. Suggestion to purchase \$10 worth of magazines out of the ship's fund. Vote of thanks given to chief cook and second cook and baker for a job well done, as well as to all members in steward department.

YAKA (Waterman), July 14—Chairman, L. Ferguson; Secretary, Wm. Pederson. Wm. MacArthur was elected to serve as ship's delegate. No major beefs reported. One man missed ship at Yokohama. Problem concerning posting of weekend sailing board in Inchon, to be taken up at payoff with patrolman. \$17 in ship's fund. Vote of thanks to steward department for fine food and service. All department delegates attended safety meeting early in trip. Safety engineer in port found unsafe conditions but captain scoffs at his report.



Schedule Of SIU Meetings

SIU membership meetings are held regularly once a month on days indicated by the SIU Constitution, at 2:30 PM in the listed SIU ports below. All Seafarers are expected to attend. Those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

New York September 3	Detroit September 6
Philadelphia September 3	Houston September 9
Baltimore September 4	New Orleans September 10
Mobile September 11	

West Coast SIU Meetings

SIU headquarters has issued an advance schedule through November, 1963, for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
September 16	September 18	August 23
October 21	October 23	September 20
November 18	November 20	October 25
		November 22

Rule On Sea Pay Rights

(Continued from Page 2)

reserved decision on this question, but said the cargo owners had every right to their cargo and could take it off at their own expense. While this was pending, the dock owner sought to have the ship moved or put up for sale so he could get his pier back.

The US attorney then stepped in and gained an order for the cargo to be removed as a marshal's expense and for the sale of the ship, while the SIU appealed the cargo-handling decision. An attempted sale took place in June, but no bidders came forward apparently because of the legal tangle.

When the Federal appellate court upheld the cargo-handling

decision, the cargo was taken off and the sale in July yielded about \$250,000. Of this, cargo-discharging costs alone amount to almost \$190,000. (Purchased by SIU-contracted Consolidated Mariners, the ship is now the Taddei Village under repairs in a Brooklyn shipyard).

The argument of the Justice Department in the Emilia case is based on a 1927 Supreme Court decision involving a US-flag ship, the Poznan, in which wharfage costs were held to be a marshal's expense and a charge of benefit to all the lienors, who were cargo owners.

In the Emilia situation, this ruling has been extended by the lower courts at the urging of the US and other cargo owners to cover the costs of cargo-handling which only benefits the cargo owners—including the US Government.

Although it is believed that foreign policy considerations involving India and Pakistan helped prompt Justice Department action in the Emilia case, it's notable that the House Foreign Affairs Committee takes a dimmer view of US help for India and Pakistan. On August 9, it warned that US foreign aid to both countries would be trimmed unless they resolved a costly border dispute.

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PERSONALS and NOTICES

Paul Bates
You are asked to contact your attorney, Charles R. Maloney, 820 Richards Building, New Orleans 12, La.

Hubert R. Stone
You are asked to contact McGabee & Plunkett, attorneys, Southern Finance Building, Augusta, Ga., regarding an accident in or near East Orange, New Jersey, in November, 1962.

Alfredo Baltazar
Contact your daughter, Mrs. Anita Hughes, 2404 Curtain Terrace, Philadelphia 45, Pa.

Leslie J. Brillhart
The above-named or anyone knowing his whereabouts is asked to contact his mother, Mrs. J. H. Riley, 342 Montclair Ave., San Antonio 9, Texas.

William Lee Robinson
Get in touch with Amy E. Lovgren, 114 West Garfield, Seattle 90, Wash., regarding an emergency

SIU BULLETIN BOARD

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. Should any member, for any reason, be refused his constitutional right to inspect these records, notify SIU President Paul Hall by certified mail, return receipt requested.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall consist equally of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds. If, at any time, you are denied information about any SIU trust fund, notify SIU President Paul Hall at SIU headquarters by certified mail, return receipt requested.

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, first notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:
Max Harrison, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1630, New York 4, NY
Also notify SIU President Paul Hall at Union headquarters by certified mail, return receipt requested. 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. In addition, notify SIU President Paul Hall by certified mail, return receipt requested.

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

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstance should any member pay any money for any reason unless he is given such receipt. If 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 called to the attention of SIU President Paul Hall by certified mail, return receipt requested.

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 SIU President Paul Hall by certified mail, return receipt requested.

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 SIU President Paul Hall at headquarters by certified mail, return receipt requested.

KNOW YOUR RIGHTS

involving your daughter. Anyone knowing the whereabouts of the above-named is also asked to write.

George Spillotis
Contact Dr. B. G. Vitsaxis, Royal Consulate General of Greece, 69 East 79th Street, New York 21, NY.

to contact his wife, Mrs. Mary Andersen, 2652 Valdez Street, Oakland 12, Calif.

Ted Chillis'i
Get in touch with Joe Derty, Box 92, Room 207, 27th Street, San Francisco 5, Calif.

Arthur G. Andersen
The above-named or anyone knowing his whereabouts is asked

Terrence P. McDonough
Get in touch with Carl Rosander, c/o Marine Cooks & Stewards, 350 Fremont Street, San Francisco 5, Calif.

Cincinnati First On AFL-CIO List

Labor To Push Rights Fight Into Major US Communities

UNITY HOUSE, Pa.—An AFL-CIO campaign to carry the civil rights fight into the nation's major cities will be launched in Cincinnati, with Washington and Boston tentatively selected as the next areas of operations. The cities have been selected as the first of a

group of 30 to 40 where labor "will take the initiative" in involving all groups in the drive to give Negro and other minority groups full equality and opportunity.

The announcement of the first target cities by AFL-CIO President George Meany highlighted a full and active discussion of civil rights at the Executive Council meeting here last week. It included a report on elimination of segregated local unions by Federation affiliates and adoption of a statement emphasizing the AFL-CIO's determination to "mobilize complete support" for civil rights legislation and leave to "individual union determination" the question of whether they should join the Aug. 28 March on Washington for Jobs and Freedom.

Meany stated that selection of first cities in the Federation drive to end segregation and inequality of opportunity in local communities was made by a task force set up in conjunction with the special five-man civil rights committee named recently to give major emphasis to the AFL-CIO drive.

The five-man group consists of Meany, Secretary-Treasurer William F. Schnitzler, Vice-Presidents Walter P. Reuther and A. Philip Randolph, and President C. J. Haggerty, of the Building Trades Department. The task force includes heads of AFL-CIO service departments such as organizing, community services, public relations, publications, and education.

Under task force direction, Meany said, Donald Slayman and Walter Davis of the Federation's Department of Civil Rights will set up meetings with local central bodies and key representatives of international unions to help create broad local civil rights groups or have labor join existing groups.

The overall objective and the task of the committee, the AFL-CIO chief executive declared, is to have labor extend its fight for civil rights and play its full part in the campaign to wipe out discrimination.

Segregated Locals Going

In the report on segregated unions, Meany stressed that the labor movement is making "very good progress" in eliminating segregated locals and that AFL-CIO affiliates are applying more pressure than ever before to wipe out all forms of discrimination.

This was the highlight of a report from the Civil Rights Committee made public by the Federation president at a press conference.

Meany said that the extensive report from Schnitzler disclosed that of the more than 55,000 local unions in AFL-CIO affiliates, there are at present only 172 segregated locals and that the affiliates are making progress in reducing even this "very low figure."

Noting that no international affiliate has a color bar in its constitution, Meany stressed that all affiliates are working to bring all of their locals into compliance with AFL-CIO constitutional provisions.

The report showed that the 172 local unions still not integrated are in 23 international unions and that the number of segregated locals

ranges from two locals each in seven affiliates to 30 segregated units in one affiliate.

There are also four local unions which are completely segregated because there are only Negro workers employed in the industry involved in the specific area.

Meany said in reply to a query that many international unions may have some locals where some sort of discrimination is present, in fact, if not in policy, but he stressed that the internationals are "putting the heat" on the locals and that progress is good.

The Council approved a statement declaring that AFL-CIO affiliates "have every right" to join in the Aug. 28 March on Washington.

The AFL-CIO itself can make its major contribution to victory in the civil rights fight "by continuing its all-out legislative activity on Capitol Hill and its efforts in cooperation with other like-minded groups to bring an end to segregation and inequality of opportunity in the local communities of America," the statement stressed.

Noting the number of Negro

A-Powered Ship Beacon Nearing Test

BALTIMORE—Chesapeake Bay will be the testing site early next year of a nuclear-powered navigational sound beacon which is supposed to warn ships and smaller craft of channel boundaries and underwater hazards.

The beacon, being developed as a navigation aid by the Martin Company under a \$110,000 contract with the Atomic Energy Commission, will be powered by Strontium-90, once considered a waste product when uranium atoms are split in nuclear reactors.

Locked inside a one-cubic-foot black box, which will be placed by skin divers about 25 feet below the bay's surface, the beacon utilizes a hydro-acoustic transducer to make sound from the flow of oil. The heat source inside a tiny boiler produces steam which forces oil through an oscillator, making a squeal that can be heard on sonar 20 miles away.

Fuel for the device is a compound produced by chemically and physically locking together strontium and titanium in the form of pellets.

Ships will be able to chart their position and direction from the sound, in much the same way they now use radiobeacons or light-houses.

The atomic sonar beacon is expected to be less costly and less complex than thermocouple electric generators now in use.

After the pilot model has been tested in 25-foot depths in Chesapeake Bay, it will be taken near Bermuda and lowered to a depth of 200 feet.

organizations sponsoring the Aug. 23 demonstration, the statement emphasized that the AFL-CIO shares their goal of overcoming prejudice and discrimination and meeting the problems of Negro joblessness.

"We obviously support completely the right of any American to peacefully protest for a redress of grievances," it continued. "This is a precious American right which the trade union movement has often used and which we may often use in the future."

Whether AFL-CIO affiliates join the demonstration "is a matter for individual union determination," the Council said. The AFL-CIO role, it stressed, will be to continue "our own two major efforts—on the legislative front and at the grass roots level."

In speaking to newsmen, Meany said the AFL-CIO has a "wide community of interests" with the groups sponsoring the demonstration and that the Council is neither endorsing nor condemning the Aug. 28 program. There is a real question, he said, of whether the demonstration will help the legislative situation, noting that many liberal members of Congress are disturbed by the possible reaction to and results of the march.

He declared he believed the statement would not have "an adverse effect" on the sponsors of the demonstration and the Negro community.

"Responsible leaders of the Negro groups will not take this statement as a repudiation," he said.

All members of the Executive Council approved the statement except two who had some reservations—Vice-Presidents Walter P. Reuther and A. Philip Randolph, he said.

The Council voted \$10,000 to the Leadership Conference on Civil Rights to carry on its work as a legislative coordinator and clearing house operation in Washington. Negro and labor groups are represented in the organization.



Porthole view from one of the Sea-Land's containerships shows the heart of the SIU company's new \$22 million headquarters and terminal in Port Elizabeth, NJ. The company's yards can handle 2,000 trailers at one time.

ICC Backs Sea-Land 'Coastal Ship Rates

WASHINGTON—A decision by three commissioners of the Interstate Commerce Commission has approved a series of rates established by Sea-Land Service more than two years

ago when it began an interim intercoastal ship operation. The SIU company's regular coast-to-coast service with specialized vessels will mark its first anniversary next month.

In approving the Sea-Land rates, the ICC commissioners vetoed the objections of competing transcontinental freight forwarders who called for higher rates on motor-water movements of freight in containers. The forwarders specialize in rail movements of transcontinental shipments.

Service Reactivated

Sea-Land first reactivated the dormant intercoastal service between New York, Los Angeles and San Francisco in May, 1961, using three conventional C-2 cargo vessels. It then contracted for the construction of four specialized jumbo trailerships, each with a capacity of 476 containers, for the intercoastal and Puerto Rico trade.

The Elizabethport, a former Esso T-2 tanker, was the first of

the jumboized vessels to be completed, and inaugurated the regular trailership service last September. It was the first vessel to use the company's new terminal in Port Elizabeth, NJ, which is slated for completion at the end of the year.

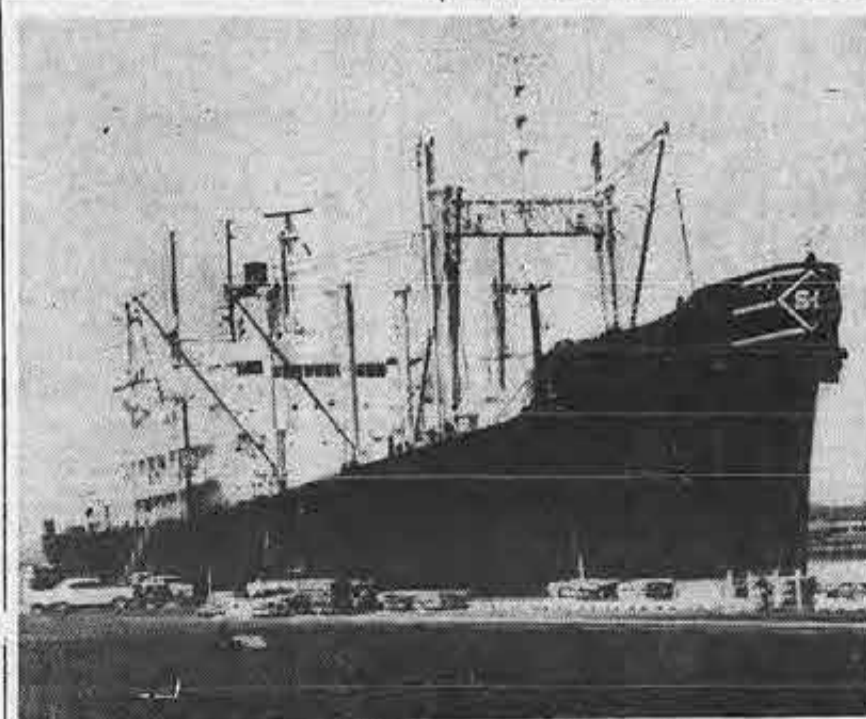
The terminal is part of a harbor development program now being undertaken by the Port of New York Authority at Elizabeth. The new facilities include a general office building, refrigerated-warehouse, maintenance center and one of the world's largest truck terminals. The area has a capacity of 2,000 truck trailers and embraces five vessel berths along 3,300 feet of bulkhead on the Elizabeth Channel in Newark Bay.

Work Started In 1960

Construction of the terminal buildings and facilities began a year ago, but work on the vessel berths started as far back as 1960. The terminal is now set up to receive trailers for loading aboard ship 20 hours a day and utilizes data processing equipment and a master control to locate all Sea-Land equipment at any moment.

Since the maiden voyage of the Elizabethport, three other jumbo trailerships have started intercoastal service. The San Juan entered the Puerto Rican route late in 1962 and the Los Angeles and San Francisco went on the intercoastal run this year.

In all, Sea-Land has 15 trailer vessels serving the Atlantic and Gulf Coasts, Puerto Rico and intercoastal routes.



Sea-Land car carrier **Detroit**, manned by Seafarers, serves the New York-Puerto Rico route. The converted former Navy vessel has a capacity of 530 vehicles, and is also equipped to handle livestock and heavy lifts up to 30 tons.

Sign Name On LOG Letters

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