



SEAMAN
SEAFARERS LOG

"—And The Cupboard Was Bare!"

Seven More Seafarers Retire On SIU Pensions



Sun Cantin Hipolit Filosa Federkiel Oliver

Seven additional Seafarers have joined the growing ranks of SIU veterans whose retirement years are protected by lifetime \$150-monthly pension checks.

The seven additional pensioners are Chang Sun, 74, Joseph E. Cantin, 66, Miguel H. Hipolit, 61, Irwin Francis Miller, 69, George J. Federkiel, 60, Michael A. Filosa, 62, and George Oliver, 65.

Cantin signed on with the SIU in the port of New York where he sailed as a bosun. Born in Huntington, Mass., he continues to

make his home there. He last shipped out aboard the Choctaw Steward Dept. Veteran

Sun sailed as a member of the steward department after joining the Union in the port of San Francisco, California. A native of Hawaii, he now makes his home in

New York City. He last sailed aboard the Robin Goodfellow.

Hipolit sailed as a member of the engine department after joining the Union in the port of Tampa, Florida. A native of Cuba, he and his wife Zoila presently make their home in Miami, Florida. He last sailed aboard the Arizona Sword.

Miller joined the SIU Inland Boatmen's Union in the port of Baltimore, Maryland, where he sailed as an AB. Born in Hamburg B e e k s County, Pennsylvania. He last shipped with the Gulf Atlantic Towing Company.



Miller

Federkiel sailed as a member of the engine department after joining the SIU Great Lakes Tug and Dredge division in the port of Lorain. Born in the state of Ohio, he still makes his home there in the city of Sandusky.

Filosa signed on with the SIU in the port of New York where he sailed as a member of the deck department. Born in New York, he makes his home in Brooklyn with his wife, Philomena.

Oliver sailed as a member of the deck department after joining the Union in the port of New York. Born in Mass., he presently resides in Brooklyn. He last shipped out aboard the Seatrain New Jersey.

Humphrey Pledges Fight To Win Sec. 14B Repeal

HOT SPRINGS, Va.—Vice President Hubert H. Humphrey pledged the Administration to do "everything in our power" to repeal Section 14(b) of the Taft-Hartley Act next year.

He described 14(b) repeal as the Democratic Party's "commitment" to labor and stressed: "We intend to keep it."

Humphrey, here to address a meeting of the Business Council, told newsmen that the Administration's commitments include improving the minimum wage and unemployment compensation programs as well as repeal of 14(b).

"These definitely are high priority matters," he said.

In Washington, meanwhile Labor Sec. W. Willard Wirtz used similar language in a question-and-answer session with some 75 women attending a COPE conference.

Asked if Administration forces will be behind labor in a 1966 drive for repeal of 14(b), Wirtz replied:

"I think they will be out in front."

Three Goals

Repeal of the "right-to-work"

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Pressure Test



Seafarer Raul Iglesias and his wife Gladys took advantage of the SIU's New York clinic facilities recently to get complete general medical examinations. Mrs. Iglesias is shown above having her blood pressure tested by clinic physician Michael Tepedine, who pronounced the Seafarer and his wife both in excellent condition. Iglesias has sailed in the deck department with the SIU for over 20 years.

International President's REPORT

By Paul Hall



With election day rapidly approaching, millions of Americans stand ready to exercise their right to select public officials and representatives through the secret ballot. The American labor movement has always taken a justified interest in politics since this is an area which has an important impact on every trade unionist's future.

The Seafarers International Union has continued to keep a watchful eye on political developments on the local, state and national scenes. The SIU has always been concerned with legislative action affecting not only the maritime industry, but the entire U.S. trade union movement. We have learned from past experience that there are those in Washington and on the local and state level throughout the U.S. who would turn the clock back and eliminate labor's hard won gains, if given only half a chance. Similarly, there are also others who would be content to see the declining U.S. flag merchant marine disappear from the oceans, a victim of encroaching obsolescence.

Experience has shown that our battlefield must inevitably be in the nation's political arenas.

To deal with the various problems faced by the SIU, the entire labor movement and the maritime industry, the SIU formed SPAD—the Seafarers Political Activity Department. The donations which SIU members voluntarily make to SPAD are used for educational, political and legislative campaigns to win passage of legislation which will benefit Seafarers and their families in each of our 50 states.

In the last analysis, however, the civic responsibilities assumed by the labor union members will tell the final story. Every Seafarer and every member of his family must register and vote if our voices are to be heard by our lawmakers and representatives. As always, the last word depends on the voters.



There are in this country, under the red, white and blue colors of patriotism, ever-increasing numbers of rightist organizations. They have invaded college campuses, blocs of urban and rural voting potential, civic clubs, business organizations and, worst of all, the mainstream of American political thought.

And they stand for what? "America for Americans," they will tell you, or "democracy," or "freedom," any number of the catch-phrases they might choose to use to cloak their extremist philosophy.

Their subtle and negative influence is growing in ways that are far from obvious. Group Research, Inc., which has made a special study of right-wing organizations and their finances, estimates that right-wing groups raised \$30 million in 1963 with an upward trend continuing. The John Birch Society alone raised \$3.2 million and is working toward a goal of \$12 million.

This same John Birch Society will tell you who in their opinion has sold America to the Communists; they include Franklin D. Roosevelt, Dwight D. Eisenhower, John F. Kennedy and all Supreme Court Justices, civil rights workers and labor leaders.

Now the Birchites have come to Washington. They have opened up shop with a large party for the press and set out immediately to prevent the repeal of 14(b) of the Taft-Hartley Act, kill the Civil Rights Act, impeach Earl Warren and get the United States out of the United Nations.

They are taking an interest in direct political action that they have not shown before. With this interest has come a new political sophistication: push offices, excellent public relations, experienced lobbyists and spokesmen in the Republican Party.

Far from accepting the total defeat of the Goldwater brand of reactionary thought, they have merely redoubled their efforts and refined their methods.

Despite the overwhelming defeat of these elements in the last presidential election, the labor movement must remain vigilant and not permit right-wing groups to regain a foothold in the American political structure.

Meany Cites Gains Since Labor Merger

NEW YORK The AFL-CIO merger, approaching its 10th anniversary, "has worked quite well" despite one or two trouble spots, Federation President George Meany declared in an address to the Transport Workers convention here.

Meany was hailed by some 300 delegates and alternates to the TWU's 12th convention as he reviewed AFL-CIO achievements following unification.

Problems Less Serious

"While we still have some internal problems, they are not as vicious and serious as some that prevailed back in the days when I was a business agent in the building trades," he said.

"Our unions have better contracts. Our membership is on the increase, especially in the South. We have solidly refused to compromise on civil rights in order to make organizing easier. And our legislative record has been a good one."

He cited medicare, the Civil Rights Act of 1964, union involvement in the anti-poverty program, labor's role in supporting American foreign policy, the Johnson Administration's aid to education bills, and other measures as evidence of AFL-CIO accomplishments on the legislative front. He also expressed optimism over the enactment of a federal minimum wage of \$2 an hour.

"We see something inconsistent about the government fighting poverty and operating under a national wage law that holds down wages," Meany observed. "The minimum wage must go up because it must be raised to a level consistent with the needs of workers, and extended coverage for an additional 2 million workers must go with this rise."

Three More Foreign Ships Refuse To Haul U. S. Vietnam Cargoes

WASHINGTON—Three more foreign-flag ships transporting military cargoes to South Vietnam for the Defense Department are tied up at various ports around the world due to the refusal of the foreign crews to sail the vessels with their vitally-needed cargoes to the war zone.

The three vessels, all of British registry, are the freighters London Craftsman and Elys Harbour, and the tanker Hemifusus. The London Craftsman is actually immobilized now for the second time by the refusal of a second crew to man her.

The Craftsman was first tied up in Kobe, Japan by the desertion of her Indian crew, who would not sail with her Vietnam-bound supplies. A Chinese crew was flown in to man the vessel, but upon reaching Hong Kong, they too refused to continue with the U.S. military cargo.

Both of the other ships are also manned by Chinese crews who refuse to take their cargoes to Vietnam. The freighter Elys Harbour is anchored in Brisbane, Australia where it picked up various defense supplies for Vietnam. The tanker Hemifusus is carrying a Defense Department Vietnam-bound oil cargo.

The U.S. is running into in-

creasing difficulties in getting foreign-flag ships to carry vital military cargoes to Vietnam. The three latest refusals are part of a long and growing string of incidents in which foreign crews refused to man ships carrying U.S. cargoes to South Vietnam.

Earlier, several Japanese shipping companies cancelled a contract to carry food and supplies to Vietnam because of the refusal of Japanese seamen to sail with the cargoes.

Before that, a Vietnam-bound cargo had to be unloaded from a Mexican-flag vessel when the Mexican government invoked a ruling that none of its ships could enter a war zone. The same cargo was further delayed when the crew of a Greek vessel refused to move the cargo. Finally a U.S.-flag ship had to be diverted from other duties to transport it.

Later another cargo for Vietnam was delayed when the crew of another Greek-flag vessel refused to handle it, and still another sat on the dock when the Greek crew of a Liberian-flag ship turned it down.

MA 'Hot Line' Praises Boyd Report

Advisory Committee Group Raps MA 'Lobbying' Tactics

WASHINGTON—Eleven members of the President's Maritime Advisory Committee have strongly protested what they termed a promotional campaign of Maritime Administrator Nicholas Johnson to "lobby" by telephone on behalf of the maritime program of the Interagency Task Force. The MAC members had voted previously not to accept the program.

The dispute was stirred by several tape recordings which the Maritime Administrator had made in praise of the Interagency Task Force Report.

Government Study

The report is a document prepared by a government study group called the Interagency Task Force, which is headed by Alan S. Boyd, undersecretary of Commerce for Transportation and which consists of representatives of the Bureau of Budgets, the Council of Economic Advisors, the Federal Maritime Commission, the Maritime Administration, and the Departments of State, Defense, Agriculture, Labor and Commerce.

The task force proposals call for such drastic changes in present maritime policy as withdrawing government support for passenger liners, ending cargo preference and permitting shipowners to build or buy vessels abroad and operate them in all domestic trades, including the domestic ones.

In a message distributed to key officials of the Maritime Administration on Oct. 19, 1965, the Maritime Administrator revealed that he had established what he termed as a "Hot Line to the Maritime Administrator." The memorandum also gave the telephone number of

the so-called hot line and informed all MA employees that it would be available for their use on and after October 21, 1965. The memorandum was accompanied by a "Bulletin To All Employees" which refers to "Your Private Line to the Maritime Administrator" and asks employees to dial a telephone number and leave a message which will come to me in confidence.

However, the phone number was somehow leaked to outsiders and many people interested in the maritime industry called up from as far away as Maine and Florida.

Persons who have called the "hot line" telephone number were greeted with—"Hello, this is Nick Johnson, the Maritime Administrator," or "This is the Maritime Administrator with a message for all maritime employees."

In one of the tape recordings the Maritime Administrator said that the Interagency Maritime Task Force Report represents the first time in thirty years that the Executive Branch of the federal government has agreed on the need for a new maritime program. In this recording he refers to Secretary of Labor W. Willard Wirtz as the only dissenting official to the report.

Another recording, which omitted reference to the Secretary of Labor, started as follows:

"This is the Maritime Adminis-

(Continued on page 12)

Defense Department Views Questioned

MA OKs Foreign-Flag Use As Vietnam Cargo Buildup Puts Strain On U.S. Fleet

The insufficiency of U.S.-flag shipping to meet commercial and military needs of the nation has been put into sharp focus by the recent announcement of the Maritime Administration that it had approved the use of foreign-flag vessels to cover U.S. trade routes.

As a result of the allocation of private shipping to the Military Sea Service Transportation Service for use in the Vietnam supply operations, a number of US shipping companies now lack sufficient ships to meet their normal commercial requirements.

The inability of US shipping to carry on regular operations in the face of demands for added tonnage to Vietnam came to light on October 18, when Maritime Administrator Nicholas Johnson announced that American shipping companies would be permitted to time-charter foreign-flag ships to maintain their commercial services on essential trade routes.

Permission Granted

The MARAD announcement said permission had been granted to Farrell Lines to charter the Norwegian-flag MS Tungus for a voyage between Australia and the United States, and to Moore-McCormack Lines to time-charter and operate the British-flag SS Polgate for a voyage between the Great Lakes and South America.

SIUNA President Paul Hall, termed the Maritime Administration's actions "further evidence that the American flag merchant marine is inadequate to serve the commercial and the defense needs of this nation as called for in the Merchant Marine Act of 1936." In his statement, Hall recalled that "during the past year and a half this issue has been the subject of considerable discussion by the President's Maritime Advisory Committee."

Hall pointed out that "the SIU has frequently questioned assertions by Department of Defense spokesmen that the American-flag fleet can adequately meet the present and immediately foreseeable needs of the nation" for commercial and military services.

The SIUNA president was critical of the Maritime Administration and the Maritime Subsidy Board for failing to make available the documents which prompted granting of permission

for the chartering of foreign-flag vessels, although it is the usual practice to do so when shipping requirement waivers are applied for.

No Disclosure

"It is interesting to note," Hall said, "that although the Maritime Administration action was taken in mid-September, MARAD did not publicly disclose the shortage of shipping until after the report of the Interagency Maritime Task Force—which calls for further whittling down of the American-flag fleet—had been made public." The Interagency Maritime Task Force Report was submitted to the President's Maritime Advisory Committee at its October 7 meeting, but the Committee voted unanimously "not to accept" the document.

The SIU president, a member of the Maritime Advisory Committee, said "Now that MARAD has acknowledged its actions, and the true nature of the situation has been revealed, the glaring inadequacies of the recommendations made by the Interagency Maritime Task Force have become more apparent than ever, and make it imperative for this nation to develop a larger, more potent and more effective merchant fleet which will

truly be adequate to its needs — both commercial and defense.

"Hopefully, this is the type of program," Hall continued, "which will emerge from the deliberations of the President's Maritime Advisory Committee, if the Committee can proceed with its work in accordance with the directives for its functioning as enunciated by President Johnson at the time of its establishment."

The shortage of available U.S.-flag vessels to fulfill the needs of U.S. commerce and the military requirements in the Vietnam conflict points directly at the Department of Defense. Obviously, Defense has failed to indicate the needs caused by the stepping up of military operations in South Vietnam. Although it is several months since President Johnson announced greater U.S. involvement in Vietnam no positive steps have been taken by the Defense Department to assure the availability of U.S. ships in sufficient numbers to keep pace with the escalated war effort.

Last May a Department of Defense spokesman told a meeting of the President's Maritime Advisory Committee that both the number of U.S. merchant ships

(Continued on page 15)

Supreme Court Backs NLRB

NMU Loses Last Round In Maximus Raiding Beef

WASHINGTON—An unfair labor practices ruling against the National Maritime Union in connection with the Maximus dispute in 1963 has been upheld by the Supreme Court.

In refusing recently an NMU plea to review lower court decisions in the case, the High Court in effect upheld the National Labor Relations Board's 1963 decision against the NMU.

The Maximus dispute arose when the freighter Maximus was sold by Grace Line to Cambridge Carriers as it was about to load a cargo of foods and drugs for Cuba in exchange for Bay of Pigs prisoners.

Under Grace Line ownership, the Maximus was manned by officers belonging to the Marine Engineers Beneficial Association. The new owners however, Cambridge Carriers, had a contract with the Brotherhood of Marine Officers, an NMU affiliate.

The M.E.B.A. charged that the company had laid off crewmembers without cause and MEBA members picketed the Maximus in Philadelphia to protest the loss of their jobs.

In retaliation, the NMU set up picketlines around various vessels manned by MEBA officers, although these vessels and companies, which included the SIU-contracted Delta Line and Bloomfield Steamship, were in no way connected with the dispute over the Maximus.

However, the M.E.B.A. removed its picketlines at the request of AFL-CIO President George Meany, in order to allow the ships to continue on their mission of mercy.

Secondary Boycott

In a charge brought by the company's against the NMU, the NLRB ruled that this NMU picketing amounted to a secondary boycott and ruled the NMU guilty of unfair labor practices. The NMU appealed the ruling to the District of Columbia Circuit Court and the Second Circuit Court of Appeals—which upheld the NLRB and granted enforcement of the NLRB orders. The recent Supreme Court moves upholds these decisions.

In the course of the dispute, the M.E.B.A. filed a complaint under Article 21 of the AFL-CIO's Internal Disputes Plan. The M.E.B.A. charged that the N.M.U. had violated Article 21 by interfering with its collective bargaining jurisdiction.

David Cole, the AFL-CIO impartial umpire, ruled that the N.M.U. had violated Article 21 of the Internal Disputes Plan.

The case went before the AFL-CIO Executive Council and they upheld Cole's ruling.

Please Excuse The Delay

Due to the transfer of SIU Welfare Plan facilities from 17 Battery Place, New York City, to 275 20th Street in Brooklyn, some Seafarers and their families may encounter some delay in the receipt of welfare payments. The moves are being made in order to provide increased space and more modern facilities to speed up the processing and payment of welfare benefits to Seafarers and their families.

These delays are temporary, and payments are being quickly brought up to date.

Sealab II Experiment A Success

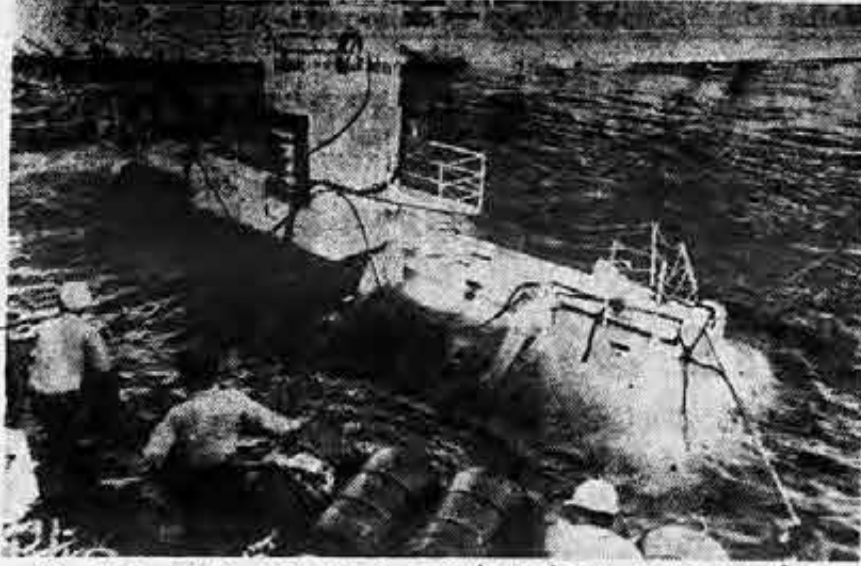
LA JOLLA, Calif.—The Navy's undersea experiment Sealab II which ended here recently was a success according to Navy spokesmen and chalked up several "firsts," including an undersea telephone call between the U.S. aquanauts in Sealab II at the bottom of the Pacific and French divers at the bottom of the Mediterranean.

"Sealab II has proved that man can successfully do work for extended periods of time at depths under high pressure at the bottom of the ocean," said a Navy spokesman. "That is basically what we set out to prove."

Three successive 10-man teams stayed down 15 days each—except for two men who were below for 30 days—astronaut-aquanaut Lt. Commander M. Scott Carpenter and Lt. Robert Sonnenberg, a Medical Corps doctor.

The undersea telephone conversation between the U.S. team 205 feet down on the U.S. continental shelf of La Jolla, California and the French team 330 feet down near Cape Ferrat, France, was just one of many experiments carried on inside and outside the 12 by 58-foot ocean bottom laboratory known as Sealab II. Undersea salvage techniques and biological studies were among the most notable of these.

The basic experiment, however, was that of testing man's ability to live and work for extended periods beneath the sea.



The 12 by 58-foot Sealab II capsule is shown above resurfacing off La Jolla, California after completion of 45 day experiment in which diver-scientists lived and worked for extended periods 205 feet beneath the sea on the edge of the continental shelf.

Two AFL-CIO Veterans End Long Labor Service

Two veterans of labor's fight for a better life for every worker are retiring after years of service to the trade union movement.

They are Nelson H. Cruikshank, director of the AFL-CIO Dept. of Social Security, who stepped down Oct. 15, and Serafino Romualdi, long-time AFL-CIO Latin-American representative who has been on leave for service as executive director of the Amer-

ican Institute for Free Labor Development and who retires Dec. 15.

Cruikshank has had a varied career in labor, government and welfare work—sometimes mingling all three.

He was graduated from Ohio Wesleyan University in 1925 with a bachelor of arts degree, and four years later was made a bachelor of divinity by Union Theological Seminary. He has been a member of the Seafarers International Union since 1943, sailing for a time on the Great Lakes.

During the depths of the depression he became director of the Social Service Dept. of the Brooklyn Federation of Churches, running its relief program from 1931 to 1933, and for the two following years was director of the Workers' Education Center at Yale University, under the auspices of the New Haven, Conn., Central Trades & Labor Council. During this period he also was a part-time AFL organizer, and was business agent of Federal Labor Union No. 19819.

Cruikshank's conviction that workers needed broad social programs sponsored by the government to protect them against economic vicissitudes—born of his relief work during the depression and strengthened by his later experience—led to his appointment in 1944 as AFL social security director. He had held the same post since the AFL-CIO merger in 1955.

Opposed Fascism

The American labor movement has Benito Mussolini to thank for the services of Serafino Romualdi. He opposed fascism so vigorously that the Italian dictator forced him to flee to this country in 1923.

He joined the ILGWU staff in 1933 and was later assigned by the former AFL to establish contacts with trade union movements in Latin American countries, with the hope of promoting a permanent Western Hemisphere relationship. In 1948 he was named full time AFL inter-American representative, continuing in that post after AFL-CIO unification in 1955.

When American labor, business and government combined in 1962 to set up the AIFLD to assist the growth of independent trade unions in Latin America, Romualdi was chosen as executive director.

The Atlantic Coast



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

Shipping in New York has picked up in the past few weeks and is expected to continue to gain momentum during the coming months.

Bernie Shapiro stopped by the hall just long enough to talk with a few of his old buddies, then left for a run on the Steel King. Sylvester Zygarowski has just returned from a year's run in the Persian Gulf on the Atlas. After returning on the Santoro earlier this month, Walter S. Richmond is registering this week to ship out again. Juan Cruz recently arrived on the Gateway City and is now registering to ship out again.

Baltimore

Shipping slowed the past two weeks, but prospects for the next two weeks look very good. At the present time we have the Alamar, Losmar and Steel Chemist, in port here with the Steel Chemist expected to crew up within ten days.

Ascension S. Torres, who has been sailing in the engine dept. since 1948 and paid off the Beth-



Richmond

text to get some treatment in the USPHS hospital, is now back on his feet and ready for duty. He is waiting for the first oiler or deck engineers job that comes along and wants to thank the SIU negotiating committee for a job well done.

Jiles W. Hamm has just paid off the Steel Executive due to the ship laying up. He sails in the steward dept and also wants to thank the negotiating committee for a job well done. Joseph Tagliaferrri, who has been sailing in the engine dept. for about nine years, is looking for the first job that comes up in time to spend Christmas with his family. He sends his thanks for the efforts the SIU made in securing the new contract gains.

Philadelphia

Shipping here has picked up slightly, and the outlook is good for the near future.

John Shannon, who has been with the SIU for the past 20 years, has just paid off the Commander and is planning to take a rest from the North Atlantic run before shipping out again. He said that he wants to commend the SIU on the new contract. Fred Van Dasen, a 20 year SIU veteran who has been taking it easy in Michigan for the past three months, is ready to take the first messman job to hit the board.

Boston

Shipping has been on the slow bell here for this period, but is expected to pick up during the next period. We have the Baltimore here at anchorage, and she will be here for another two weeks, due to her striking an uncharted ledge in the Lower Harbor and ripping out 400 feet of bottom. The ship will go into the shipyard at Key Highway or Newport News.

Maurice Olsen's last ship was the Ocean Pioneer, and he is a 25 year SIU veteran. He says that it will be good to get back to sea again. Robert Burns is ready to ship out again and plans to take the first job that hits the board. John Cox, who has been a member of the SIU for over 25 years, plans to wait for a job on a coast hugging so he can be near his family.

Norfolk

Shipping has been on the upswing here, and the outlook for the future appears to be excellent.

William Little, after sailing on the Globe Explorer for six months, has gone to Wilmington, N.C., for a well-earned vacation. William Rudd, who has been shipping out of Houston, is back at home port and looking for a good job. Luby Wheeler had to be taken off the ship in Bermuda due to illness, but he is now an out-patient and hopes to be fit in a few days so he can ship again.

Puerto Rico

Shipping has been holding steady here. Mario Farrulla was very happy when he got his F.F.D., after having his arm in a cast for several months. He's now ready to take over a 1-S or 1-A steward dept. job. John Turkington, after quite a spell on the Beaugard, decided to "take a blow" on the island for a short while. Seen around the hall here are Alvarez Soto, Enrique Bonilla, Emilio Ramos and Humberta Ortiz, all waiting for a ship to their liking.



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

The SIU Great Lakes District is presently conducting a referendum vote by its membership on all contracted vessels. On October 13, teams of SIU representatives, carrying ballot boxes, began boarding vessels in the Algonac, Detroit and Toledo areas. To date more than 40 vessels have voted, and all members who have not yet voted are urged to do so.

The SIU negotiating team recently reported to the membership on the monetary gains won in negotiations.

The "E. M. Ford" went into temporary lay-up in Alpena and is expected to fit-out in about two weeks.

The Kinsman Marine Transit Co. recently acquired the "Norman Ream" and sold the "Uhlmann Brothers." The "Ream" will be renamed the "Kinsman Enterprise," and another vessel, the C. S. Robinson, will be renamed the "Uhlmann Brothers."

Brother Charles Juntikka died in Detroit recently when a seaman's boarding house in River Rouge burned. Several other SIU members escaped injury when the fire broke out in the early hours of the morning. Brother Juntikka will be buried in the Upper Peninsular.

American ships haul only 4 percent of Great Lakes cargo. This disparity in the volume of U.S. and foreign shipping operating in these waters has spurred an investigation into the Great Lakes foreign trade routes, conducted by the Maritime Administration. Chief Examiner Paul N. Pfeiffer states that the most recent data presented shows there were approximately 1,000 sailings inbound on Great Lakes routes in 1964. Of that number only 43 were Ameri-

can ships, which carried an estimated 4 per cent of the cargo. The record also shows that only eight Lake ports had more than 10 calls from U.S. flag ships. These were Chicago, Cleveland, Detroit, Duluth, Kenosha, Milwaukee, Port Huron and Toledo. Seven others had fewer than 10 calls. They were Ashtabula, Buffalo, Erie, Green Bay, Muskegon, Oswego and Saginaw River. There are 55 harbors on the Lakes which receive some form of federal aid, of which 40 had no calls from U.S. ships.

Three days have been added to the official navigation season of the St. Lawrence Seaway, according to a joint announcement by U.S. and Canadian authorities. The season will be extended from Nov. 30, to Dec. 3, the announcement states, barring the possibility of closing the locks earlier due to bad weather. Shipmasters and owners will receive three weekly reports on water temperatures and ice formations in channels beginning Nov. 15. The Welland Canal's closing date of Dec. 15, remains unchanged. It was also announced that the next season's official opening of the seaway will be April 15, and for the Welland April 4.



Nelson Cruikshank (left) and Serafino Romualdi (right) discuss the American trade union's accomplishments in social security and Latin American affairs with AFL-CIO President George Meany at recent farewell dinner. Cruikshank has retired as director of the AFL-CIO Department of Social Security and Romualdi is stepping down as Inter-American Affairs representative.

The Pacific Coast

By Frank Drozak, West Coast Representative

The annual celebration for fishermen in the San Pedro, California area was boycotted by SIUNA West Coast fishermen. According to union officials the boycott was due to the unfavorable position taken by boat owners and civic groups in the San Pedro area on legislation to benefit fishermen in the area.

Now that the World Series is over and the Los Angeles Dodgers are the winners, the dispatchers in SIU West Coast ports have been awfully busy. As one SIU member put it: "I lost, therefore, I'm looking for the first ship out."

Shipping continues to be good in all three departments and there are plenty of jobs available for ABs, Deck Maintenance men, FWT, Oilers, Electricians, messman, ordinaries and wipers.

Ships paying off in the port of San Francisco during the last shipping period included the La Salle, Nova West, Delaware, Steel Flyer, and the Fairwind.

Signing on were the La Salle and the Neva West. In transit were the San Francisco, Marymar, Steel Admiral, Columbia and the Norfolk.

For the coming period we will have in for payoff and in transit the Iberville, the Ocean Evelyn, Fairisle, Pan Oceanic Faith, Rachel V, Yorkmar, Los Angeles, San Juan, Fairport and the Robin Hood.

Ed Wright, a veteran member of the steward department is here after being hospitalized. Ed has been a union member since 1947. Ed is coming along nicely in the U.S.P.H.E. Hospital after injuring his back. D. Roditis, just piled off the Manhattan.



Marbury

G. D. Masbury just pulled in after being aboard the Northwestern Victory. J. Kalandas, FWT, was around the San Francisco Hall and says that he's ready to ship out.

SEATTLE

The shipping picture in the port of Seattle has improved considerably in the past two weeks.

Payoffs included the Northwestern Victory, Rio Grande, Summit, Jefferson City Victory, Fairport and the Seattle.

Ralph Tladell, a 23 year SIU veteran, stopped by the hall recently to say hello to some of his old buddies. Ralph is presently on the Fairport as chief cook and the crew reports that they hope that he never gets off. Ralph told us that his oldest son Joseph has just been named Navy man of the year.

Ralph's youngest son, Ralph, Jr., also was the recipient of an SIU scholarship and has received his Masters degree in mathematics.

WILMINGTON

During the past two week period shipping has been very good here and there are plenty of jobs for rated men in all three departments. The outlook for the coming period is also very good.

The Morning Light and the Alcoa Trader paid off and signed on here recently and the Mankato Victory called for a full crew. We had ten ships through in transit.

Abe Rosen has moved to the Wilmington area from the Gulf and so far is impressed with the California weather and Southern California in general. As soon as he gets his family settled he will be looking for the first third cook's job that comes up.



Rosen

Labor Department Notes Alarming Trend

Employer Wage-Chiseling Climbs To Record Highs

WASHINGTON—More than 400,000 American workers were underpaid nearly \$75 million in minimum wages and overtime earnings last year, and nearly \$50 million of the total will never be recovered if past practice is any guide.

The Labor Department in a report revealing that cheating by some employers has reached major dimensions, dis-

closed that violations of the Fair Labor Standards and Public Contracts Acts have increased every year for the last 10 years. In 1965, the amount of wages illegally withheld was 23 percent higher than in the previous year, the report showed.

reprisals. Another part of the problem is what organized labor regards as too small an enforcement staff, even considering recent additions.

More Complaints

Labor Department reports show that inspectors for its Wage & Hour and Public Contracts Divisions last year made more investigations, received more complaints and got more employers to agree to voluntary settlements than ever before and helped collect a record dollar total in wage underpayments.

Yet, even in that best of years fewer than 1 percent of the nation's 1.1 million business establishments were visited by one of the divisions' 800 inspectors.

Violations of the wage-hour law have risen so steadily to new peaks that organized labor has voiced strong protests on behalf of the victimized workers. Deep concern was voiced by the AFL-CIO at its 1963 convention.

Employers caught by wage-hour inspectors in violations have agreed, or have been ordered by federal judges, to pay \$24 million to underpaid workers. But the wage-hour division itself has no power to compel payments to compensate for past violations where the employer refuses. As a result, some \$50 million in illegal underpayments remains uncollected for fiscal 1965 alone.

In these cases, the cheated workers must sue for reimbursement, or ask the secretary of labor to do so on their behalf. Too often the collection suits are never brought, especially where the workers involved have no union representation and fear employer

Senate Unit To Study Maritime Ills

WASHINGTON — The Senate Commerce Committee will be ready early next session to make a full review of all maritime problems and policies, Committee chairman Warren G. Magnuson (D-Wash.) has announced. He said he has been unimpressed so far with the unending stream of suggestions made to improve the merchant marine.

Noting that the "desperate condition" of the coastwise and intercoastal and Great Lakes fleets "can no longer be ignored," he has introduced a House-originated measure into the Senate to make the Maritime Administration an independent agency, like the Federal Aviation Agency, because "I certainly share the concern that has been expressed by the proponents of this legislation over the administration of our maritime laws."

He told the Senate that for those assembling new policies, plans and programs for the merchant marine "it will be necessary . . . to realize the importance of including a meaningful program of assistance and modernization for our domestic merchant fleet and our American shipyards."

Electrical Safety Is Big Shipboard Job

Electrical safety aboard an all-metal vessel is a big job. Prevention of accidents due to faulty electrical connections falls into three basic categories—prevention of shock, fire prevention, and preventing the danger of panic among the crew or passengers should the lights go out suddenly below deck or on deck at night.

Shock due to improper grounding of either permanent or portable machinery is probably the most difficult electrical hazard to prevent aboard ship and therefore requires the most careful attention.

In a steel-hulled vessel, every man is walking on or touching "ground" wherever he goes. Hands and other parts of the body are nearly always within reach of power cables or electrical equipment containing lethal voltages. For this reason, the cable armor, enclosures of lighting fixtures and other electrical equipment should all be grounded to the hull of the vessel, so a seaman's body will not be the quickest escape route for "loose" electricity.

The best way to prevent such accidents is to have all machinery or tools connected directly to ground (the vessel's steel hull is the best ground) through a third conductor in the supply cable. This requires ground-type plugs and receptacles—and they should always be used.

Unfortunately, this precaution is not always followed. A typical death was reported not long ago when a shoreside workers body was in contact with a metal hull while his hands held a "hot" electric sander. A jury-rig extension cord had been used which did not contain a grounding conductor to ground the tool housing.

On larger machinery, disconnect-switches which open all supply conductors are necessary in order to service equipment without exposure to shock.

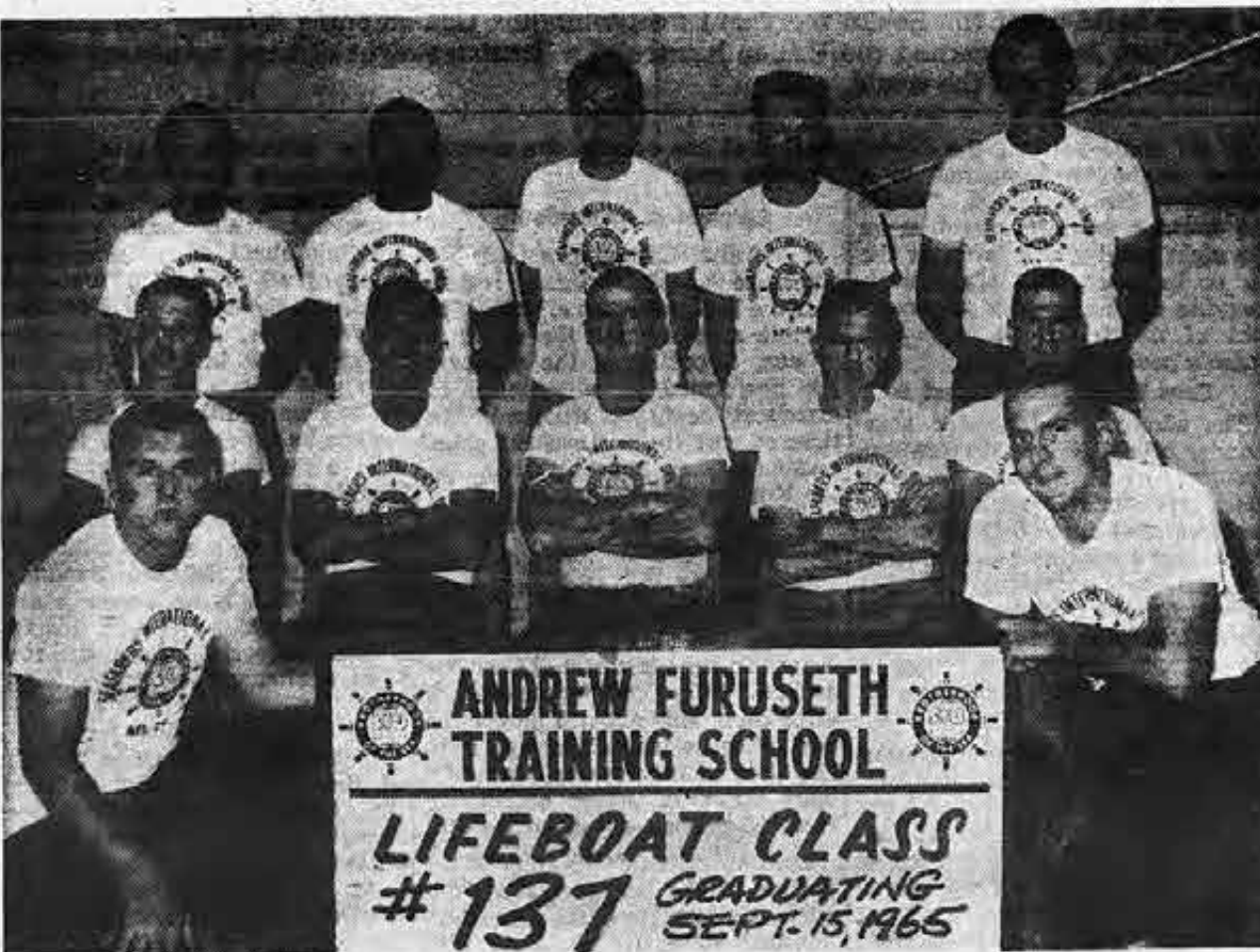
Fires aboard ship are sometimes caused by faulty electrical wiring or equipment. A point to keep in mind is that even the normal sparking of contacts or motor commutators can ignite explosive vapors. Electrical apparatus should never be used in an area where the presence of explosive vapors is suspected.

Much of electrical safety is just plain common sense. Care must always be taken to prevent fusing circuits; not to place electrical equipment in spaces where flammable vapors or gases may normally accumulate, using equipment with less than minimal electrical clearances, overheating, particularly of lighting fixtures near combustibles.

On any occasion of electrical difficulty aboard ship, the loss of power which may suddenly plunge the vessel into darkness must be anticipated and dealt with. Problems are much more likely if there is no emergency lighting system to take over when normal power fails. Panic almost certainly results in needless death or injuries, and many examples of panic induced by darkness can be cited.

However, in the Andrea Doria disaster a few years back, the emergency lights kept burning even while the ship was over a 45° list and sinking. It's anybody's guess how many of the 1,700 survivors would have been killed had the lights failed completely. The emergency lighting system aboard every ship should be checked regularly and kept in good working order at all times.

SIU Lifeboat Class No. 137 Casts Off



ANDREW FURUSETH TRAINING SCHOOL
LIFEBOAT CLASS #137 GRADUATING SEPT. 15, 1965

SIU Lifeboat Class No. 137 posed for their class photo after successfully completing lifeboat training course at the Andrew Furuseth Training School. Graduates are (l-r, front row): Charles Tritt and Donald Freedman. Middle row: Joe Jacobs, Johnny Lombardo, Val Gallagher, Hendrik Yakoski and Roy Frank. Back row: Mike Manekas, Matt Fisher, John Nielson, Ray Walsh and instructor Arni Bjornsson.

THE INQUIRING SEAFARER

QUESTION: What do you consider to be the best way to find your way around in a strange port?

Harry Pilalls: I always hunt up a taxi driver when I want to find my way around. In case you don't trust your driver, you can always keep your eye on the meter. I've found that a good proportion of foreign drivers are reliable. The big exception is in Saigon where they really try to take you for every cent you have.

Ace Arlinghaus: I always use sign language to find what I want in a strange port. You can always get your point across to someone who doesn't speak English by using hand and mouth motions. Sign language can give you trouble because of the inevitable misunderstanding. Once I flagged a cab in Ethiopia, but wound up being grabbed by a cop for "insulting" the driver.

Tony Bender: When you're young and don't know your way around foreign ports, the best way to learn is to go on sight-seeing tours. But, once you've visited a place a number of times, you know where to go, and so there is no problem. If you ever get lost in a strange port, the first thing to remember is that "money talks."

Aubrey Parsons: The best way to find your way around is to use the services of what we call "pilots" who hang around dockside. You usually can trust them, especially in Japan. However, you've really got to watch out for them in places like Casablanca and India since the only place they're interested in is where you keep your money.

Howard Campbell: My best sources of information are the long-shoremen, the steamship company agents or the money exchangers who come aboard when we hit port. These people give you a straight line. If you use a taxi driver, you stand to lose 70 percent of the time.

Juan Colpe: The best thing to use is the American dollar. It happens to be THE international language which is understood in every country of the world today. As far as I'm concerned, the best way to get into a jam in a foreign port is to flag a dockside taxi. This is especially true in Alexandria, Egypt.

John Devaux: I always use the first available transportation. In places like Germany or Belgium you can always depend on streetcar conductors to help you. They usually understand English, and they know where you want to go. I've given up depending on Taxis in Japan. They'd scare anyone to death the way they drive there.

DISPATCHERS REPORT—Atlantic, Gulf, Lakes & Inland Waters District

October 9 to October 22

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	1	2	1	0	26	5
New York	66	18	60	23	10	232	72
Philadelphia	10	7	8	8	1	31	29
Baltimore	29	14	40	20	2	61	26
Norfolk	12	9	14	2	1	27	19
Jacksonville	5	7	6	9	0	12	10
Tampa	2	3	4	3	5	4	1
Mobile	26	8	17	4	2	59	20
New Orleans	55	34	41	27	5	130	71
Houston	55	23	44	30	19	158	68
Wilmington	10	3	14	4	10	12	2
San Francisco	32	14	43	11	19	53	20
Seattle	18	10	27	16	0	49	31
Totals	325	151	320	158	74	854	374

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	2	2	1	1	10	3
New York	45	23	21	17	4	139	61
Philadelphia	6	6	10	3	0	26	29
Baltimore	11	27	22	20	3	56	38
Norfolk	3	3	8	7	3	23	24
Jacksonville	1	4	5	5	5	3	8
Tampa	2	3	3	5	1	4	1
Mobile	12	10	8	2	3	32	23
New Orleans	39	27	26	22	6	89	69
Houston	39	50	39	37	18	65	90
Wilmington	11	9	13	8	13	8	7
San Francisco	22	8	21	8	16	34	8
Seattle	12	9	19	12	2	28	15
Totals	205	181	197	147	73	517	376

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	2	1	1	0	7	3
New York	34	14	31	11	7	140	35
Philadelphia	7	3	7	4	3	21	15
Baltimore	18	10	17	20	1	48	23
Norfolk	5	6	3	5	5	9	20
Jacksonville	2	4	0	2	4	5	6
Tampa	1	0	3	1	2	7	0
Mobile	16	6	9	5	5	34	14
New Orleans	34	21	19	18	4	111	58
Houston	33	14	33	11	21	94	37
Wilmington	7	2	10	3	2	13	3
San Francisco	25	1	15	6	15	45	6
Seattle	12	12	14	21	1	33	27
Totals	195	95	162	108	70	567	247

Seapower Still More Important Than Space Power, Admiral Warns

NORFOLK—Alarmed by the rapid build-up of the Soviet merchant fleet while the U.S. shipping industry continues to deteriorate, Vice Admiral John S. McCain, Jr. has warned the U.S. to beware of a Russian sleight of hand maneuver which would put the Communists in control of the seas of the world.

Speaking before the 54th Annual Convention of the American Association of Port Authorities here, Admiral McCain

told his audience that the Soviet Union might be compared to a magician. He explained, "While the world focuses its attention on the right hand which is up in the air or in space, the left hand is carrying out an equally important part of the trick and is in the oceanic pocket."

Sees Worldwide Interest

The admiral, who became commander of the Navy's Eastern Sea Frontier and Atlantic Reserve Fleet commander earlier this year declared that from both a geopolitical and a military point of view, the U.S. has a profound interest in every section of the world. As a result, he said, the merchant marine's importance to the future of the country will be increasing in the future.

Commenting on the country's future seapower role, Admiral McCain said, "Today we must also use the oceans in the interest of this great Confederation of nations of the Free World if we are to resist the massive onslaught of communism which seeks to rule the world." He pointed out that if the U.S. were to control the oceans in time of war, the communists would be confined to a limited area of the world. On the other hand, he warned, if the Reds gain

control of the oceans, the reverse becomes true.

Ships Most Dependable

Admiral McCain emphasized that one sure political-military means that the U.S. possesses of getting at trouble areas around the world is by sea. Speaking of the strategic job performed by a strong U.S. merchant fleet, he declared, "In time of war these merchant ships assume a very important role. In the Korean War, 99 percent of everything going into Korea was delivered by ship."

In spite of the obvious importance of a strong U.S. merchant marine, the admiral found the American fleet in a state of serious decline. "American flag merchant ships carry only about 5 percent of our overseas trade," he reported. "In other words, we are dependant upon ships of other nations to carry 95 percent of our commerce."

Continuing his description of the decline of the American fleet, Admiral McCain reported, "We have less than 550 active merchant ships flying the U.S. flag engaged in overseas trade, and this fleet is declining by about four percent each year. Compare this to the several thousand ships we had at the end of World War II."

The Admiral's picture of the status of the American shipbuilding industry was equally as discouraging. "We are presently building about 50 new merchant ships of all sizes. On the other hand, the Soviet Union is building 441 new ships," he said. Since Russia will be building 670 new merchant vessels by 1970, Admiral McCain warned that the Soviet Union can be expected to overtake the U.S. in the field of merchant shipping in the next year or two.

Citing the strategic importance of the country's geopolitical position, Admiral McCain explained that the U.S. is no longer a self-contained nation. He said this fact adds to the seriousness of the maritime challenge the country is facing.

Red Shipbuilding Edge

Disturbed by the rapid build-up of the Soviet shipping industry, the Admiral warned that even though Russia, unlike the U.S., is almost self-sufficient in raw materials, the Soviets have one of the most modern merchant fleets in the world. He stressed that the number of Soviet merchant vessels is increasing rapidly. "They have over 1,200 merchant ships today, and the signs are that they intend to more than double this fleet by 1970."

SIU Welfare, Vacation Plans

Cash Benefits Paid — Aug. 1-Aug. 31, 1965

	CLAIMS	AMOUNT PAID
Hospital Benefits	8,826	\$ 64,491.35
Death Benefits	24	62,500.00
Pension-Disability Benefits	759	113,850.00
Maternity Benefits	53	10,482.35
Dependent Benefits	870	98,776.66
Optical Benefits	404	5,976.74
Out-Patient Benefits	4,371	34,888.00
Vacation Benefits	1,348	438,958.75

TOTAL WELFARE, VACATION

BENEFITS PAID THIS PERIOD... 16,655 829,923.85

Cruikshank Cites Future Social Security Needs

Nelson Cruikshank, who retired recently as AFL-CIO director of social security, said that many further improvements are essential to the development of an adequate social security structure in the nation despite this year's progress.

The veteran of many social security causes laid stress on the need to boost retirement benefits, pointing out that the average social security pension for a retired couple is only \$10 a month, and that many get much less. His statements came as he was interviewed on the network radio program, Labor News Conference.

All social security protections—unemployment insurance, workmen's compensation, benefits for widows and survivors, disability pensions, retirement—need broadening and adjustment, Cruikshank maintained.

He said that while it is true that this country lags behind many European countries in the social security field, "we mustn't condemn the United States too quickly on that point—we are a younger nation, and for a long time, we had a great frontier."

Actually, this nation's history of social security legislation began with the Homestead Act of 1862, Cruikshank said. Then as now, he continued, "we dedicated our national resources to family security. Our resources in those days were not in cash—they were in land."

Referring to his pending retirement, Cruikshank said he intends "to remain active in the social security and labor fields as long as I can be of any service at all. There is a lot to be done—and I want to have a place in it."

Reporters questioning Cruikshank on Labor News Conference, produced as a public service by the AFL-CIO and aired each week over the Mutual Broadcasting System, were John Herling, editor of the Herling Labor Letter, and Alex Uhl, editor of Press Associates, Inc.

LABOR ROUND-UP

Ruth Weyand, a former assistant general counsel for the National Labor Relations Board, has been named associate general counsel by the Electrical, Radio & Machine Workers. Miss Weyand has practiced law for 32 years and served with the NLRB for 12 years. During eight years she was in charge of NLRB cases that reached the Supreme Court, arguing many of them. She also handled cases growing out of the 1937 Little Steel strike, winning reinstatement for hundreds of workers and more than \$1 million in back pay. She has been in private practice since 1950, with many unions among her clients.

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The Musicians have won wage increases totalling \$15 a week in a new two-year contract with the Toronto Symphony Orchestra Association which also extends the season from the present 27 weeks to 30 weeks. The agreement provides for a \$10 pay hike this year and another \$5 next year when a week's paid vacation becomes effective. The association agreed to two weeks of rehearsals before the opening of the subscription series and the union consented to increases in the number of Saturday and children's concert and tour weeks.

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The Radio & Television Artists won reinstatement and more than \$15,000 in back pay for the disc jockey fired last January by Radio Station KFVB, Los Angeles. The station said it had fired Joe Yocam after 23 years of service because of "sagging ratings" in listenership polls and because he no longer projected a "virile sound." AFTRA contended that Yocam had been dropped for union activity. He was shop steward at the station and a picket line veteran of a 1961 strike. The union pointed out that the program director who fired him had been kicked out of the union for strikebreaking and denied reinstatement. Whatever the reason for Yocam's dismissal, Arbitrator Edgar A. Jones said, it

wasn't a decline in popularity. Two rating services showed Yocam attracting a bigger audience than most of his competition. He directed that Yocam be restored to his previous time slot on the air or to a comparable period, be paid his full wages for the period of dismissal and retain full seniority.

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The Tobacco Workers have won a new contract covering 3,500 employees at seven plants if the Imperial Tobacco Co. of Canada and its affiliates, calling for a shorter work-week, a 36-cent hourly raise over three years, and a joint labor-management committee on technological changes. The work week will be cut in the second year of the contract without a cut in weekly take-home pay. The contract also calls for an immediate 11-cent raise, with additional increases of 9 cents an hour in the second and third year. In addition, employees of certain plants will receive additional increases to bring them to wage parity with other plants.

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President Hunter P. Wharton of the Operating Engineers has been named a member of the National Advisory Council on Vocational Rehabilitation Commissioner of Vocational Rehabilitation Mary E. Switzer announced. Wharton is a member of the AFL-CIO Safety Committee and vice president for labor of the National Safety Council.

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Repeal of Section 14 (b) of the Taft Hartley Act, which permits states to prohibit the union shop, was endorsed by the South Dakota Farmers Union at its convention here.

The resolution also declared public policy should "support and strengthen" collective bargaining as a part of industrial self-government, and urged re-enactment of a "modernized" Wagner Act and amendment of the Wage-Hour Act to broaden coverage and provide "adequate" wage levels.

"I'll Be Waiting..."



Despite one of the most remarkable legislative records since the days of the New Deal, the 89th Congress failed to act on a few bills of vital importance to the economic and social welfare of the American people before its adjournment.

One of these significant failures was the refusal of the Senate to repeal Section 14(b) of the Taft-Hartley Act which permits states to enact so-called "right-to-work" laws. U.S. trade union members found the Senate's postponement of action to repeal 14(b) especially disappointing since it came after the House had already acted favorably on President Johnson's proposal to do away with this anti-labor law.

The Senate's failure to repeal 14(b), however, may be regarded as only a temporary reprieve to the union-busters in the 19 states who have taken advantage of local R-T-W laws to destroy the concept of union security. A majority of Senators are on record as favoring repeal of this vicious law, and there is every reason to believe that 14(b) will be wiped off the nation's statute books early in the 89th Congress' second session.

Although repeal of section 14(b) looms on the horizon, the SIU and other AFL-CIO unions are not taking anything for granted. Trade unionists across the country will be contacting their senators and representatives in the coming months to inform them of the importance of ending this mis-named "right-to-work."

Hopes for repeal of section 14(b) died in the Senate early this month after Senate Minority Leader Everett McKinley Dirksen (R-Ill.) organized a filibuster to block consideration of the measure. Knowing that a

majority of his fellow-senators would vote to kill 14(b), Dirksen and his small band of conservative law-makers used the time-honored filibuster gimmick to thwart the will of the Upper House of Congress.

In other words, the Senate's failure to act did not constitute a rejection of its intention to repeal section 14(b). The failure can be properly laid to Senator Dirksen's successful talkathon which prevented the Senate's membership from even getting the repeal measure on the floor for action.

Summing up the results of the pro-R-T-W filibuster, Senate Majority Leader Mike Mansfield (D-Mont.) declared, "It is no defeat on the merits of 14(b) . . . it is a victory for procrastination."

In pledging its intention to bring about repeal of section 14(b), American labor can continue to count on support from the Johnson Administration. Speaking before a meeting of business officials, Vice President Hubert Humphrey said the Administration will do "everything in our power" to repeal 14(b). Secretary of Labor W. Willard Wirtz also made a similar pledge at a recent COPE conference.

As Senator Pat McNamara (D-Mich.) stated, it's too bad that the opponents of repeal of 14(b) "did not have the courage to permit a majority of the Senate to decide the issue once and for all. Now, the issue remains before the Congress and the nation as unfinished business."

Members of the SIU and every other American union can be sure that no effort will be spared to insure that section 14(b) and the so-called "right-to-work" meet a well-deserved, unlamented death in the coming session of Congress.



Our SIU Brothers in Drydock



Seafarer Eddie Bowles checks in for appointment at the USPHS outpatient service for patients who are able to get up and around, but who still require medical attention and hospital services.



SIU rep Al Bernstein gives details on new contract to Leonio Pereira as nurse Betty Jones looks on. Although blind, Brother Pereira retains a vital interest in the Union. An SIU member since 1948, he sailed as a chief cook.



SIU reps take time out to explain the new SIU contract to Seafarers in Drydock at the Staten Island USPHS Hospital. Hospitalized SIU men were enthusiastic over the new contract. (L-r) are M. Larsen, V. J. Hoesel, A. Wilfret, S. La Bella, SIU vice-president Bob Mathews, B. Benjamin, W. Wright, SIU rep Luigi Iovino, and J. Early.



Seafarer John Ashley gets chance to hold hands with Mary Ann Sicure, X-ray technician, as SIU rep Ed Mooney looks on. An outpatient, John's broken hand is healing nicely and he hopes to soon be shipping again. A long-time SIU veteran, John sails in the engine department.



Hospitalized Seafarers pose for LOG photographer as some of Staten Island's loveliest ladies go about their hospital duties. (L-r) are hospital dietician Miss Sanson, Peter Raptakis, Raphael Montalvo, Earl Cronsell, Conway Beard, nurse Eleanor Gregory, Joseph Scully, Samona Suliman, Antonio Wojcicki, and dietician Miss Sweeney. SIU members report that the medical attention and the chow are tops.



Seafarer Joe Rodriguez takes his morning "constitutional" assisted by nurse Davis. Talk in the hospital centered around the recently-negotiated SIU contract. Like the rest of his Union Brothers, Joe was extremely pleased with the new terms, especially the "time-off" clause.



Seafarers Henry Sojak and Juan Cruz check into the outpatient general admissions desk, their papers processed with a smile by Mary Campion, the USPHS admissions director. Seafarers at the hospital were sad to learn that Mary will soon retire.



John F. Fanning shows Brother Seafarers Joseph "Red" Townsend and Thomas "Grease Gun" McGurn the bandage that "marks the spot" of his recent successful operation. John is resting up and recuperating from the operation and is well on his way to total recovery.



Flanked by C. Triantafilou and D. Hutto, Emma Benedetto, chief of the hospital Special Services Division, goes over movie schedule



Seafarers Roger Kline and Stamatios Apostolou wear broad grins as SIU rep Al Bernstein counts out the benefit money. Distributing



Everybody's smiling, but happiest of all is Seafarer Federico Reyes who's bandage is being attended to by nurse Katherin Guerin. Less lucky are (l-r) Coast Guarder Dean Daly, Federico's brother Miguel Reyes, and Raphael Caban.



Seafarers Candido Bonfont and Pete Murphy take time out to praise new SIU contract. They were especially impressed with the \$1,000 vacation benefit.



Taking advantage of clear skies and nice weather on the Staten Island USPHS Hospital sundeck, SIU officials, hospitalized Seafarers and hospital personnel sit around the table to discuss the various needs and problems of SIU members in drydock. Front (l-r) Richard Hutton, SIU rep Luigi Iovino, Peter Gerardi, Pete Murphy, Art Loumas, and pretty Mary Ann Moccia. Rear (l-r) SIU v.p. Bob Mathews, SIU reps Al Bernstein, Bill Hall, Seafarer S. Apostolou, and Headquarters rep Ed Mooney.

Sea-Land To Build 6 Super-Trailerships

PORT ELIZABETH, N.J.—SIU-contracted Sea-Land Service has announced the construction of six super-trailerships within the next five years. The vessels are tentatively scheduled to sail in a New York-North Europe service which the company intends to inaugurate in April 1966 with smaller vessels.

The first of the super-trailerships, which Sea-Land plans to build and operate without government subsidy aid, is scheduled for delivery by Ingalls Shipbuilding Corp. in June 1968. All six are slated for delivery by early 1970 at a cost of about \$150 million. The service will be inaugurated next April with 14 conventional cargo ships which are presently in various stages of conversion for containership operation.

Largest—Fastest

Each of the new super-trailerships, which will be the largest and fastest general cargo carriers in the world, will be 905 feet long—almost as long as the liner United States—will have a top speed of 27.5 knots and a cruising speed of 25 knots, and be able to carry 1,261 fully-loaded truck trailers. Hull model basin tests, engineering design and working drawings are already underway at the shipyard.

When the new North Europe service begins, each of the vessels in the run would start a voyage at Sea-Land's new terminal in Rotterdam, call at New York, San Juan, Balboa, Los Angeles, San Francisco and return to Rotterdam in 42 days. Some of the conventional cargo vessels presently undergoing conversion to containership operation will be used in the company's regular intercoastal service as well.

Sea-Land presently operates 19 ships through 24 terminals in the continental United States, Puerto Rico, Alaska, the Dominican Republic and Panama. Its fleet consists of 16 vessels converted to containerships, a car-carrier that can transport 530 automobiles, and two conventional C-2 ships railroad complaints over Sea-scheduled to be replaced by containerships early next year.

Key Legal Victory

Earlier this month, Sea-Land won a key victory in its two-year-old fight against transcontinental

Urges Prompt Govt. Aid To Lakes Fleet

American-flag shipping on the Great Lakes has reached a critical stage where federal aid is needed immediately to rescue this vital segment of our domestic fleet. Vice Admiral James A. Hirschfield, president of the Lakes Carriers Association warned recently.

Pointing to special incentives which Canada offers to Canadian-flag shippers, Hirschfield said, "If U.S.-flag vessels are to continue to sail and engage in Great Lakes trade, federal assistance must come forthwith, for even now the situation is practically at the point where such help might be too little and too late."

He pointed to several effects of the steady decline in the U.S. position on the Lakes, including a reduction in the number of American-flag vessels.

Land's rates for intercoastal trailership service.

The Rates and Practices Review Board of the Interstate Commerce Commission upheld Sea-Land on a wide variety of rates, against charges by the railroads that they are too low. All the rates are between 3 and 10 percent below what the railroads charge to move the same commodities.

The rates under investigation cover shipments between Sea-Land's Elizabethport terminal and Long Beach, California and shipments from California inland to Oregon via motor carriers—mainly canned goods, dried fruits and wines to the east and chemicals, liquor, wire, pipe fittings, plastics and insecticides to the west.

The Review Board refused to uphold seven arguments brought by the railroads against Sea-Land, finding instead that the rates were needed by the public, reasonably exceeded Sea-Land's costs to provide the service, and will have a favorable effect in the movement of traffic.

Still pending before the Interstate Commerce Commission is an attempt by the nation's railroads to slash rates on multiple-car shipments of canned goods.

Sea-Land is fighting this attempt by the railroads to capture the canned goods transportation market by juggling tariff schedules until the intercoastal shipping industry vanishes from the scene.

Sea-Land has been joined in its fight against the rate cuts by its shippers and the New York Port Authority. The shipping line, the shippers and the government agency are urging the Interstate Commerce Commission to forbid the rate changes.

New Ice Age Is Coming Says Scientist

LONDON—Somewhere between now and 50,000 years from now the coastal cities of the world will be first battered by gigantic tidal waves and then buried for thousands of years under 100 or more feet of water, if a new theory of the causes and effects of Ice Ages, expounded here recently in the scientific magazine Nature, proves to be accurate.

According to the theory, the expanding south polar ice pack would reflect more and more sunlight back into space, leading to a sharp drop in the earth's temperatures. This would be enough to start the north polar ice pack growing, which would reflect back still more sunlight—and a new Ice Age would be underway.

The flooding would come about this way. When ice (which at present is about 12,000 feet thick at the pole) builds up to a certain height the pressure at the base is enough to start it melting from the bottom. The south polar cap would then begin to spread out rapidly forming a massive ice shelf extending perhaps as far north as the tip of South America.

This would be enough to raise the world's sea level by more than 60 feet within a few decades, and any land less than 60 feet above sea level now would be flooded. If the ice spread out quickly enough, and glaciers have been known to expand faster than a man can run, they would push huge volumes of water before them which would roll unhindered across the oceans to smash into the land as giant tidal waves.

Scientists believe that they have found evidence that this has happened in the past, and because of the cyclic nature of Ice Ages, feel that it will probably occur again sometime.

The Gulf Coast

By Lindsey Williams, Vice-President, Gulf Area

The New Orleans City Council has directed the city attorney's office to prepare an ordinance which would prohibit the employment of professional strike breakers in printing and communication labor disputes. The New Orleans Typographical Union No. 17 and the Greater New Orleans AFL-CIO are seeking city legislation to prohibit employment of professional strike breakers in place of employees who strike. Fifteen states and 100 cities have already adopted these measures.

Although the city has been fairly well cleaned up since the ravages of Hurricane Betsy, New Orleans is still feeling the after effects.

The Louisiana Rehabilitation Association and Greater New Orleans AFL-CIO, in cooperation with the National Institutes on Rehabilitation and Health Services, held a seminar on Friday, Oct. 22 at the New Orleans SIU Hall. The SIU was represented by C. J. Stephens, Secretary-Treasurer of the Council.

Houston

Shipping has been moving at a fast clip here and the prospects for the future look bright.

A. W. Hansen, after a 14 months run on the passenger ship, *Del Mar*, is presently looking for a long run on a non-Indian ship. He calls the SIU welfare plan "a great thing for American seamen." F. M. Reyes, Jr., sailing with the engine dept. of the SIU since 1952, just got off the *Penn Carrier* and is already on the *Transbatteras* on his way back to India.



Berg

Mobile

Shipping has been on the slow bell with few men on the beach and no laid up ships.

Vernon T. Nash, who has been shipping out of the Gulf for the past twenty years and is currently registered group two deck department, is on the beach after a 14-month voyage on the *Sea Pioneer* in the Persian Gulf. Lyle L. Hipp, a 20-year engine dept. veteran, is ready to ship out again.

New Orleans

Shipping has been moving along at a healthy pace, and there are still a few slots for rated engine and deck department men.

Irwin (Monk) Sherman, back from a trip on the *Del Norte*, is thinking about just taking things easy, while he awaits the re-opening of the Jefferson Downs Race Track. Bob Creel is on the beach and ready to sail anytime to North Europe as Chief Electrician. His last ship was the *Lucille Bloomfield*, which is now in drydock due to damage by fire and collision.



Creel

Growers Have Big Year Despite Bracero Cutoff

SACRAMENTO—California growers are on their way to one of their best money making years in history despite the cutoff of Mexican farm labor (braceros), California Governor Edmund (Pat) Brown announced recently.

Brown said that growers will chalk up sales at least equal to 1964's record total of \$3.8 billion and may even improve on the record. This is in sharp contrast to the disaster which growers and their allies had widely predicted when the bracero program was ended.

The record profit will be accomplished, Brown said, with a labor force consisting of only 17,000 Mexican nationals, brought in under emergency provisions of the immigration laws. Last year under the formal bracero program, 45,000 came in.

Brown said that there were labor shortages in two or three crops, but that, in general, termination of the bracero program was "a real plus" for California agriculture and that no Mexicans will be needed next year.

Among the critics of the new government policy to end the bracero program, Brown singled out Republican Senator George Murphy.

Brown called the Senator "a prophet of doom" whose "ill-conceived attempts to revive the Mexican bracero law" hindered government efforts to help provide labor for growers.

Brown made his remarks at the University of California in Davis and while touring a 700-acre tomato farm nearby.

WRAP-UP of CONTRACT VOTE



Returns on the voting for the new freighter and tankship agreements in the SIU's Atlantic, Gulf, Lakes and Inland Waters District show that Seafarers voting at special membership and shipboard meetings have accepted the new pact by an overwhelming margin.

Out of a total of 4,877 votes cast by Seafarers at both special membership and shipboard meetings, 4,796 Seafarers or 98.4 percent voted to ratify the new freighter and tankship agreements and 81 Seafarers or 1.6 percent voted not to accept.

The new contract established a milestone in SIU contract gains and represents the greatest gains for American seamen to date. The new contract also received the most substantial margin of acceptance from SIU crewmembers in the history of the Union.

The new freighter and tankship agreement established record wage gains for SIU crewmembers who will receive increases in their basic monthly rate of pay ranging from

\$18.04 for entry ratings to \$37.17 for higher ratings.

The new agreement also provides for an increase in the overtime rate of pay, standby rates of pay, room and meal allowances and other monetary benefits.

Judging from the many letters from individual Seafarers and shipboard reports received at headquarters, Seafarers have voiced special approval of the hike in SIU vacation benefits from \$800 to \$1,000 a year as of January 1, 1966. Since the inception of the SIU's Vacation Plan, Seafarers have collected a total of \$36,580,669.82 in benefits.

Among other contract gains that met with the widespread approval of the memberships is a time off provision that provides crewmembers on ships in coastwise and nearby foreign trades with a day off at the end of each thirty (30) day period. SIU crewmembers in foreign and intercoastal trades will get a day off at the end of each voyage.

Final Rest For Lakes Oldtimer



Many Great Lakes SIU members and officials attended recent funeral ceremonies in Detroit for Brother William "Steamboat Bill" Hollis. A well-known and well-liked oldtimer, Hollis last sailed as porter aboard the SIU-contracted Bob-Lo boats. Pallbearers above include Seafarers George Telegadas, Joe Arnold, Joe Salsbery, Lawrence Tremblay, Ed Doherty and Henry Howard.

Meany Urges Labor Support Aid To Vietnamese Homeless

WASHINGTON—In a strong appeal for support of the CARE Viet Nam Emergency Relief Campaign, AFL-CIO President George Meany called the attention of organized labor to the bitter plight of the people made homeless by the fighting in Viet Nam.

"By the hundreds of thousands, men, women and children have become refugees in their own country," Meany said. "Fleeing for their lives from the areas of combat, they bear on their faces the shock of having lost their homes, their land, all their possessions but the clothes on their backs."

The number of refugees is estimated at 611,000. The South Vietnamese Ministry of Public Welfare expects that their number will reach the million mark before the end of the current calendar year. CARE is engaged in raising a special \$3 million fund for its refugee aid program.

Member Agency

CARE, of which the AFL-CIO is a founding and member agency, was the first private American aid agency in South Vietnam. Even before the ceasefire of 1954, CARE brought food and other emergency aid and medical assistance to the

most needy of the great masses of refugees that were then descending upon Saigon from the Communist-controlled north of the country.

The masses of refugees now flooding into South Vietnam stand in the same need of aid. Especially requested are cotton clothing material packages, making it possible for refugee mothers to provide new garments for themselves and their children. Another basic need is individual school kits that

will send refugee youngsters back to school. Special CARE tool kits for carpenters, masons and other trades are also greatly required to replace the tools of their trade lost by Vietnamese craftsmen in their headlong flight.

Meany urged "all members of the AFL-CIO to give their fullest possible support to the CARE campaign. In doing so, we shall be organized labor in America — a upholding the historic goal of better life for all."

Johnson Signs Extended Vessel Exchange Measure

WASHINGTON—President Johnson has signed a measure, approved by both houses of Congress, extending the Vessel Exchange Act for five years, from July 5, 1965 to July 5, 1970. The new measure contains several changes which revise Government policy on vessel

trade-ins.

The new law contains the following provisions:

- Owners will be permitted to trade in vessels which were built before September 3, 1945. This provision will permit trade-ins of aging Great Lakes vessels.

- The provision forbidding trade-ins of vessels which have received a differential operating subsidy in the three previous years, is now applied to the vessel, rather than the operator. This will permit the trade-ins of subsidy-operated vessels.

- The value of a vessel to be traded in or traded out must be calculated the same way as it was when it was originally traded in.

- Government tankers may be traded-out for conversion into dry cargo carriers or liquid bulk carriers for use on the Great Lakes, St. Lawrence and the Gulf. Tankers cannot be traded-out for use as liquid petroleum carriers.

- The Government is forbidden from selling traded-in vessels for use as barges or for any other use contrary to policy set by Congress.

Inland Waterways' Role In War On Poverty Cited

GALVESTON—The importance of an effective inland waterway network as an aid in the war on poverty was pointed out here at the 39th Annual Propeller Club Convention and the American Merchant Marine Conference.

The importance of waterway transportation is being largely neglected in the war on poverty while considerable attention is being directed toward improved highways and modernized rail lines, J. W. Hersey, chairman of the executive committee of the Common Carrier Conference of Domestic Water Carriers told some 500 delegates.

This is a mistake he feels, and pointed out that from 1952 through 1964 more than 5,600 new plant construction projects were completed along the nation's navigable waterways, much of this in the nation's poverty areas.

Appalachia

During the period, he said, about \$22 billion was invested in industrial expansion in countries bordering the canalized Ohio River running through portions of Appalachia, where the Administration's main anti-poverty drive is directed.

"Also within the limits of Appalachia," he said, "is the course

of the Tennessee River, along whose banks private industry has invested more than \$417 millions since 1950." For example, he pointed out, waterborne freight between Alabama ports on the Tennessee increased from a little more than 500,000 tons in 1950 to about 5.4 million tons last year.

Asserting that comparable economic investment and growth occurred wherever water transport existed and communities could benefit from traditionally low water freight rates, he said that the availability of cheap water transportation also served the dual purpose of requiring railroads to hold their rates down to a competitive level.

Because of this, railroads have continued a "calculated program of harassment and unfair competitive practices" against waterway operators, he said. Unless appropriate steps are taken by Congress, the Administration and the general public to identify and curb these destructive railroad practices, the role of water transport in the national economy will be lost to the country," he warned.

SPAD Continues Fight For Legislative Action

(Continued from page 16)

import quota for U.S.-flag vessels will be opposed, of course, by the operators of runaway tankers which are owned or controlled by American interests but registered under the flags of such runaway flag-havens as Liberia and Panama.

Of the 264 American-owned tankers operating under the flags of Panama and Liberia, nearly half are owned by five oil giants, Standard Oil of New Jersey, Texaco, Gulf, Standard Oil of California and Socony Mobil.

This is where the political and legislative efforts of SPAD come into play. To counter the pressure put up by the oil companies to keep the present system intact, the SIU and all of maritime labor must marshal all of its forces to insure American-flag ships of their rightful quota of these cargoes.

Maritime is not the only legislative area where SPAD has been active. SPAD in conjunction with the educational and political programs of the AFL-CIO's Committee on Political Education (COPE) has been instrumental in gaining passage of a wide variety of progressive social legislation in the 89th Congress.

A few of these vital areas includes passage of the Medicare Bill, which will provide health care for the elderly under social security in addition to a complete liberalization of the entire social security system.

The 89th Congress also passed a 1.3 billion aid-to-education program which will be of great aid in helping children from poor families to get the education that they need to break out of the poverty cycle. In addition, an historic voting rights bill has been passed by the Congress.

Despite this record of legisla-

tive accomplishments, the 89th Congress failed to pass several measures that were high on labor's priority list.

One of the greatest disappointments was the failure of the Congress to repeal section 14 (b) of the Taft-Hartley Act. Although abandoned in this session of Congress, the AFL-CIO intends to hold the Democratic Party to its 1964 campaign pledge to repeal 14 (b) and the passage of the bill to repeal will be a prime legislative goal of the AFL-CIO in the upcoming Congressional session.

The Congress also failed to act on several other major proposals. Bills to broaden coverage of the minimum wage law and to up the minimum wage to \$1.75 an hour were bypassed by the 89th Congress.

Another bill high on labor's high priority list which failed to gain passage was the jobsite (situs) picketing bill which would allow unions striking a single contractor at a multi-employer construction site to picket the project without violating the secondary boycott provisions of the Taft Hartley Act.

These measures and other important legislation will be coming before the Congress in the upcoming session. Your SPAD dollars are needed to continue the fight to enact meaningful legislation in behalf of the American seamen and all American workers.



Money Due

The Seafarers listed below have checks for money due them which are being held at New York headquarters.

Transwestern—Disputed Overtime: Patrick Donovan, Calvin Smith, Robert Stanley, Fred Nichols, Ramon Bracamonte, Daniel Mc Laren, John Statchen, Harold Reinumae, Glenn Calhoun and Clyde Greeson.

Hercules Victory—Disputed Overtime: Edward Jensen, Robert Smith and George Stanley.

St. Lawrence—Transportation: Nicholas Sakellarides.

Natalie—One Day's Wages: James Boone, Spiros Cassimis, Jose Ortiguerra and Frank Valerie.

Penn Carrier—Disputed Overtime: Earl Beamer and Walter Smith.

Elena Lisa—Transportation Differential: James W. Higgins and John D. Vidrine.

Ocean Pioneer—Restriction Dispute: Thomas W. Bouchard.

Valiant Hope—Transportation: Thomas E. Hanson, Edward E. Edinger and Donald Kershaw.

Niagara—Disputed Overtime: Richard Heckman and Francis M. Greenwell.

Niagara—Lodging: William Knapp and Warren Weiss.

Transorleans—Disputed Overtime: Seymour Sikes.

Seatrain New York—Disputed Lodging: Pedro Agtuea, James Gleason, Fred Paterson and Earl Resmondo.

Kent—Lodging: Clyde D. Berry, Joseph L. Chapeau, Cyril Gauthier, Aldo T. Hassein and Raymond T. Holland.

From the Ships at Sea

Seafarer Joe Fried got a chance to do a little sightseeing out San Francisco way when his ship the Steel Admiral (Isthmian) docked there recently. According to Brother Fried, the Golden Gate city is an ideal place for the sightseer. "I had quite a bit of time and was able to visit many interesting places," he reports. "For myself," Fried continues, "I think that the most interesting of all was the Marine Museum which is located just a short walk from Fisherman's Wharf. Anyone who is interested in the maritime industry should stop in. You find yourself going back, way back, when you look at the exhibits. Today's Seafarer will discover exactly how the seaman of long ago lived, worked and was treated," he points out. "There are models of old schooners, square riggers, and many types of steam vessels to be seen. I was pleasantly surprised to learn that the Marine Museum operates a well-equipped library," says Fried. "Seafarers can find almost any information imaginable



Fried

about the sea. After spending an entire afternoon at the Museum, I came away with the understanding that the modern seaman is lucky indeed to enjoy the conveniences and benefits that mariners of yesteryear never even dreamed were possible. I strongly urge Seafarers who find themselves in San Francisco to visit this interesting and enlightening museum," declares Brother Fried.

Ship's delegate M. J. Morris of the Mayflower (Mayflower Steamship) reports that the crew is looking forward to picking up a new television set when the Mayflower arrives back in New York. "We are all anxious to get a look at some of those new tv shows that are hitting the screen this Fall," Brother Morris says. "One show that the boys are particularly looking forward to viewing is 'The Wackiest Ship in the Army,' a comedy series about soldiers who pull sailing duty in the Pacific during the days of World War II." The crew will repair the tv antenna to make sure that the new video works perfectly.

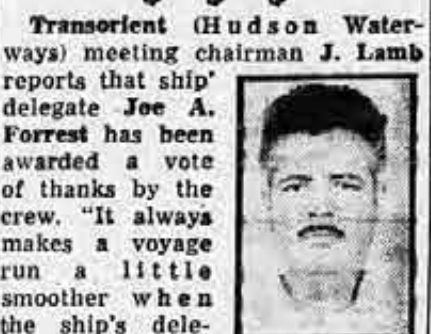


Morris

The steward departments aboard the following vessels have been awarded this period's Seafarers' Gold Medal Award for chow and service above and beyond the call of duty:

Columbia (United States Steel Corp.), Alcoa Roamer (Alcoa Steamship), Columbia Victory (Columbia Steamship), Banger (Bermuda Steamship), Yorkmar (Calmar), The Cabins (Texas City Refinery), Yaka (Waterman Steamship), Steel Seafarer (Isthmian), Transorient (Hudson Waterways), Beloit Victory (Marine Carriers), Los Angeles (Sea-Land), Bethlex (Bethlehem Steel Co.).

Transorient (Hudson Waterways) meeting chairman J. Lamb reports that ship's delegate Joe A. Forrest has been awarded a vote of thanks by the crew. "It always makes a voyage run a little smoother when the ship's delegate is really on his toes," Brother Lamb points out. "And," he continues, "Joe Forrest really keeps on top of everything that happens on the ship. He makes a fine delegate." "Whoa, hold on there," Brother Forrest breaks in, "I appreciate the praise, but don't forget the steward department. Those guys are the ones who are really doing the great job around here. For my money, they're the best. And that goes for the rest of the crew too."



Lamb

ALCOA RUNNER (Alcoa), Sept. 15—Chairman, C. E. Turner; Secretary, P. L. Loik. \$5.50 in ship's fund. No beefs reported by department delegates. The officer's BR, John Waith, thanked the crew for their assistance in helping him to see his mother before she passed away.

FANWOOD (Waterman), Aug. 30—Chairman, Homer Workman; Secre-

DIGEST of SIU SHIP MEETINGS

tary, Harry Darrah. Brother C. W. White volunteered to serve as ship's delegate. No beefs reported by department delegates.

NEVA WEST (Bloomfield), Aug. 2—Chairman, T. F. Jernigan; Secretary, B. W. Birmingham. Everything is running smoothly. Brother Ted Lelinski was elected to serve as ship's delegate.

ROBIN KIRK (Moore-McCormack), Sept. 20—Chairman, Harold F. Jaynes; Secretary, Ken Hayes. Brother William W. Van Dyke was elected to serve as ship's delegate. No beefs reported by department delegates.

ALCOA ROAMER (Alcoa), Sept. 7—Chairman, F. Bartlett; Secretary, J. E. Hannon. One was hospitalized in Venezuela. Small amount of disputed OT in deck department. Vote of thanks extended to the steward department for good food and service.

COLUMBIA VICTORY (Columbia), Sept. 19—Chairman, Charlie Mazur; Secretary, F. Fraone. Ship's delegate reported that ship is O.K. Had a good trip as far as crew is concerned. He will speak to the patrolman in New York regarding the Chief Mate who is very anti-SIU. Vote of thanks extended to the exceptionally good steward department. \$8 in ship's fund.

PENN CHALLENGER (Penn Shipping), Aug. 15—Chairman, Mike Reed; Secretary, E. J. Riviere. Ship's delegate reported that most repairs are being handled. Fifty cents in ship's fund. No beefs and no disputed OT reported by department delegates.

New Shipping Rules Amendment

The following amendment to the shipping rules, effective August 25, 1965, is being brought to the attention of Seafarers, in accordance with Article I (Employment), Section 8(f)(5) of the Collective Bargaining Agreements between the Union and various employers.

"Section 1. SENIORITY. Subsection J. shall be amended to read as follows:

"J. (1). Seamen with a Class "C" seniority rating may be shipped on a vessel for one (1) round trip or sixty (60) days, whichever is longer; in the latter case, the sixty (60) day period may be extended where necessary to insure practicability insofar as leaving the ship is concerned.

"(2). Seamen with a Class "C" seniority rating who possess a certificate of satisfactory completion of the Andrew Furuseth Training School course and seamen with a Class "B" seniority rating may be shipped on a vessel for one (1) round trip or one hundred eighty (180) days, whichever is longer; in the latter case, the one hundred eighty (180) day period may be extended where necessary to insure practicability insofar as leaving the ship is concerned.

"(3). These rules shall not be applied so as to cause a vessel to sail shorthanded. The words "round trip" shall have the usual and customary meaning attributed to it by seamen, whether it be coastwise, intercoastal or foreign. On coastwise voyages, if the schedule of the vessel is such that it is to return to the area of original engagement, a seaman shall not be required to leave the vessel until the vessel reaches the said port or area. On intercoastal and foreign voyages, where the vessel pays off at a port in the continental United States other than in the area of engagement, if the vessel is scheduled to depart from the said port of payoff within ten (10) days after arrival to return to the port or area of original engagement, a seaman with a seniority rating of less than Class "A" shall not be required to leave the vessel until it arrives in the said port or area of original engagement."

NEW

EVERY THREE MONTHS

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

YOUR SIU SHIP'S LIBRARY



Advisory Committee Raps MA For 'Lobby' Tactics

(Continued from page 3)

trator with a message for all maritime employees. The future of the American merchant marine has never been brighter as a result of the Interagency Task Force Report."

In response to the telephone campaign, 11 members of Maritime Advisory Committee, including SIU President Paul Hall, issued a statement sharply criticizing Johnson.

"We are shocked" the statement began, "by the promotional campaign of Nicholas Johnson, the Maritime Administrator, to lobby by telephone for the maritime program of the Interagency Task Force. This program was rejected by the Maritime Advisory Committee because it is contrary to law and executive policy. It is in direct conflict with the Merchant Marine Act of 1936, the directive given the Maritime Advisory Committee by the President, a resolution adopted by the committee, and policy statements given the Committee by Secretary of Commerce John T. Connor.

Decided On Merits

"A Maritime Administrator," the statement continued "is supposed to carry out the policy of the government and not to change it. The Maritime Advisory Committee has been deliberating for almost two years on the recommendations for a maritime policy. Its work is being undermined by this deliberate campaign of the bureaucracy to impose its views on the government. Let a maritime policy be decided on its merits, not through

leaked stories to the press or a telephone propaganda campaign.

In addition to SIU President Hall, the Maritime Advisory Committee statement was signed by the following committee members: Theodore W. Kheel, New York lawyer and labor arbitrator; Professor James J. Healy, professor of industrial relations at Harvard University; Thomas P. Guerin of the Portland, Oregon Port Authority; Lane Kirkland, executive assistant to AFL-CIO President George Meany; Thomas W. Gleason, President, International Longshoremen's Association; Russell K. Berg, President of the Shipbuilders Union; William B. Rand, President United States Lines; Joseph Kahn, President, Transoceanic Shipping Corporation; J. Paul St. Sure, President Pacific Maritime Association; and Joseph Curran, President National Maritime Union.

The President's Maritime Advisory Committee is composed of 15 members representing labor, the government and the public and was set up to consider matters and programs affecting the U.S. maritime industry.

Union Has Cable Address

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



Seafarer Turns Sack Time Into School Time



Seafarer Chester Coumas puts sack time to work as he demonstrates the powers of his "sleep learning" technique. The gadget next to his pillow is a repeating tape recorder that plugs into his ear, droning knowledge into his brain while he slumbers on. Sleep learning makes both the book at his side and the glasses in his hand unnecessary.

Ex-blackjack dealer and roulette wheelman, former beautician and university student, Seafarer Chester Coumas is off on a new tack. A perennial student, Chester reads voraciously. But while most read with their eyes, he reads with his ears.

"It's called 'sleep learning'," Coumas explains. "All you need is a repeating tape recorder, an ear plug, a good memory, and a talent for shut-eye."

According to Coumas, the "reader" merely selects his tape, slaps it into the recorder, plugs in the earphone device, closes his eyes and drifts off into an effortless learning experience.

"You do the sleeping and leave the work to the machine," Coumas says. "The human brain does the rest. You know," he reflects, "the mind is a wonderful instrument. Just think of it, you can get an entire education without lifting a finger or turning a page. And the most amazing thing," he insists, "is that it works."

Coumas, who is currently taking correspondence courses at the Baltimore College of Commerce and who has remained a student throughout his varied job career, actually prefers sleep learning to all other methods of study.

"It's much better to get the stuff on tape," he declares. "That way you hear the music and rhythm of the language. On the page, the printed word is dead."

Shipping out since 1952, Coumas is most interested in studying literature, political science and history. His favorite writers are Shakespeare, Mark Twain, Joseph Conrad and Herman Melville. Melville, Twain and Conrad were all sailors and, between them, created some of the world's greatest seafaring literature.

"I've always been interested in learning 'by ear,'" Coumas reports. "Although I've been using sleep-learning techniques for only six months, I have used various recording devices for the past five years. Sleep learning is the best of them," he asserts. "It leaves you time to do other things while you are awake, and the repeater mechanism on the tape recorder allows you to study the same thing over and over again until your unconscious mind has it down pat. I've already memorized a number of poems this way. Right now I'm working on a project to memorize all of Rudyard Kipling."

Camera Bug

When he's not busy studying in his sleep, Coumas spends a number of his waking hours experimenting with camera and dark-room techniques.

"Photography is one of my hobbies," he says. "I formed a photo club aboard the *Sword Knot* about three years ago. Most of the crew thought that I was some kind of a nut because I'm more interested in the composition of a picture than I am in the subject matter. You can't really blame them though," he admits. "Most people don't take to abstract photography."

Life is something that Brother Coumas has seen from many angles. He worked for eight years in the gaudy gaming houses of New Orleans as blackjack dealer and roulette wheelman.

"My workday started at seven at night and stretched on into the morning hours," he remembers. "And whether I was 'wheeling' or 'dealing,' I was dressed to kill—white tails and black tie. Gambling is a formal occasion in New Orleans. They take their betting seriously."

In the New Orleans gambling

palaces, money changed hands with wild abandon.

Black Friday

"I've seen guys walk away from the tables \$50,000 on the winning side," Coumas recalls. "One \$20,000 winner tossed me a tip big enough to pay all my bills for three weeks. I even saw the house wiped out once. It was on a Friday the 13th. Everybody in the joint decided to go down on 13 black. The wheel of fortune turned round and round. And sure enough, when it finally stopped, there was old number 13 on the black. After paying off, the house closed its doors for the night—completely busted. Down in New Orleans, they still refer to that night as "Black Friday."

In 1952, the Louisiana State Police closed up the Crescent City gambling emporiums, putting an end to Coumas' dealing career.

"The police shut the houses down tighter than the hatches on a storm-battered ship," he reminisces. "Right after that, I started shipping out. I always liked the sea. Seafaring life gives you a tremendous feeling of freedom and mobility. It keeps the foot loose and the mind sharp."

But Coumas is not sure to this day that the Governor was correct to shut down gambling in New Orleans.

"Let's face it," he says. "In many ways gambling was good for the community. It provided many jobs and brought in loads of tourists and money. But, then again," he admits, "lots of people don't know how to gamble. They bet too heavily. For some men, gambling is like a love affair. They stake everything on one number. That's a sure way to get wiped out."

Greasepaint Monkey

Before manning the tables in New Orleans, Coumas worked as a cosmetician in some of the country's swankiest beauty parlors.

"I've slapped powder on some of the world's wealthiest women, including one princess and two

countesses," he says. "I'll tell you one thing about the rich," he continues, "they're no fun to work for. When a woman has money, she figures that all that cash must make her beautiful. Nothing you do is enough for her. The rich are never satisfied. And as for tips, forget it. The more money they've got, the less they part with. Give me the plain American housewife every time. She's the queen of them all."

Coumas' cosmetic skills came in handy on a recent Persian Gulf run. In the middle of the voyage, the entire crew decided to grow fancy waxed mustaches. As the hair grew long and the time grew short, it was suddenly discovered that there was no mustache wax aboard the vessel.

"It was a moment of crisis," Coumas recalls with a smile. "We searched the ship from stem to stern—and no wax. Then, inspiration struck. I remembered a whole pile of red candles that I'd noticed in the stores. Before anyone could strop a blade or work up a good lather, I had mixed myself up a big batch of mustache wax—red, of course."

But when the proud, mustachioed crew hit the beach in India, they were in for the surprise of their lives.

Holy Mustache

"Natives came running up to us in the street, bowing down and asking for blessings," Coumas remembers. "It turns out that in India, Holy men put henna on their whiskers. Henna is a tropical shrub which yields a reddish-orange dye which turns hair red. Our candle wax had the same effect and the Indians mistook us for sacred personages. It was an uncanny experience and we had a hell of a time trying to explain that we were Seafarers and not Shamans."

Coumas has sailed as an oiler with the SIU since 1952.

"The SIU is your best bet," he declares. "As an ex-gambler, I should know."

LOG-A-RHYTHM:

Autumn

By K. Anderson

So, autumn is here again, is it?

With its woodsmoke and burning leaves?
With its circus of childhood memories,
and magic dreams up its sleeve?
With its juggler tricks and harlequin hopes
to make a poor heart grieve?
Well, this year I'll pay no attention
to the falling song of the leaves.

This year I won't listen

to the ocean break with a roar,
or watch a gull's arc rainbow
across the frozen shore,
while the wind whispers "come away,
don't come back anymore,"
and memory laughs like a clown on a horse,
and pain finds a crack in the door.

No, I refuse to remember

the boy who laughed in the cold,
watching a fire burn down in a lot,
with flames that his hands couldn't hold,
making a solemn pact with himself,
promising not to grow old,
as the sky edged on toward five o'clock
and the sun touched the rooftops with gold.

No, I refuse to remember,

the storm on the window panes,
the wind disturbing the puddles,
the smell of the fresh falling rain,
the jacket hung in the corner,
the roar of an onrushing train,
a long, grey, Fall afternoon,
when the trout broke the pools of my brain.

And why should I have to remember

that day I first started school?
The tumult of laughter and faces,
the freshly shellacked wooden stools?
The blond boy that sat in a corner,
to wear the cap of the fool?
And how I laughed with all the others
at the holes in both of his shoes.

But, oh, to be in his shoes now,

now that Autumn's here,
Now that summer's burned away,
and days shine bright and clear,
Now that spring is long ago,
and winter's drawing near,
I'd gladly put the fool's hat on
to cap the fading year.

So, Autumn is here again, is it?

With magic dreams up its sleeve?
Well, this time I'll pay no attention
to the falling song of the leaves.



Jack of all trades and master of each, Coumas chalks his cue and sizes up the table as his brother Seafarer R. J. Feeney gets set to break up the pack. A master at the blackjack table and roulette wheel, Coumas also ranks as an expert on the billiard green. He is presently a patient at the S.I. USPHS Hospital.

LOG-A-RHYTHM:

I Stake My Claim

By Henri Percikow

I worked the hammer since childhood,
Blistering my frail hands,
And earned my chunk of bread
Tasting of ache and pain.
Halfway through life
I trudge upon cement,
Weary and angry.

Sunlight,
Hanging like a banner from the street wall,
Filters through the factory pane.
I cherish each ray
Spread upon my bench
And untangle my mind
En the light drawn
From the flame of the sun.

My life shall not be ravaged,
My years are not in vain—
I hold a heart of youth
And feel the beat of freedom.
I will come with mounting wave
Ever higher, gaining vision and strength
To engulf the land,
With happiness to which I stake my claim.

STEEL EXECUTIVE (Isthmian), Sept. 1—Chairman, R. Bunce; Secretary, R. Hutchins. Ship's delegate reported that everything is going nicely. \$17 in ship's fund. Some disputed OT in deck department.

HUDSON (Victory Transport), Sept. 12—Chairman, F. J. Smith; Secretary, F. Rodriguez, Jr. All old business was taken care of in the Port of Houston, with the exception of major repairs which will be done when ship is in the shipyard. No beefs and no disputed OT reported by department delegates. Brother Arthur Bendheim was elected to serve as new ship's delegate.

BETHLEX (Bethlehem Steel), Oct. 3—Chairman, Patrick J. Cleary; Secretary, C. Gill. No beefs reported by department delegates. Ship's delegate resigned and was extended a vote of thanks by the crew. New ship's delegate elected. Vote of thanks to the steward department for a job well done.

ALCOA VOYAGER (Alcoa), Sept. 6—Chairman, H. Fruge; Secretary, F. U. Lamb. Repair list completed. All beefs settled. Motion made that members be allowed to retire after

LOS ANGELES (Sea-Land), Sept. 28 —Chairman, S. M. Simos; Secretary, steward department for an excellent W. Drew. Ship's delegate reported that everything is running smoothly with no beefs. Captain congratulates job. \$16.75 in ship's fund. Crew extended a vote of thanks to the steward department for good food and service.

DETROIT (Sea-Land), Sept. 29 — Chairman, Hank Rucki; Secretary, Juan J. Reinoso. Some disputed OT in engine department.

BOWLING GREEN (Pan American Tankers), Aug. 25—Chairman, John Carey; Secretary, Ed Mishanski. Repair lists turned in. Some work being done, the rest will be taken care of. Vote of thanks to the steward and his department for an excellent job. Few hours disputed OT in engine department. Motion made to have patrolman check to see that fresh water tanks are cleaned. Crew was urged to keep messhall and pantry clean at all times. Ship needs washing machine.

WESTERN COMET (Western Tankers), Sept. 7 — Chairman, Harry K. Kaufman; Secretary, Joseph A. McDougall. Vote of thanks extended to Brother Edward F. Woods for keeping the after deck clean. Letter sent to headquarters in regard to transportation difference in first-class and tourist class. Steward department has beef. Two heavy duty washing machines were ordered on April 1, 1965 but have not been received.

GATEWAY CITY (Sea-Land), Sept. 8 —Chairman, A. Ackerman; Secretary, G. Meshover. \$13.50 in ship's fund. No disputed OT reported. Everything is running smoothly. Discussion regarding menu.

ELIZABETHPORT (Sea-Land), Sept. 12—Chairman, R. J. McConnell; Secretary, R. C. Mills. Ship's delegate left ship in Elizabeth, N.J. Brother Tadeusz Chilinski was elected to serve as ship's delegate. Motion made to recommend to the negotiating committee a new plan for the rank and file, concerning the SIU retirement plan. Twenty years in SIU with no less than 200 days sea time in each calendar year. If after 20 years a member does not have the required sea time, he shall be required to sail the additional years for the sea time. Also that a member with required time be allowed to retire at any age, and that the SIU pension should be raised to \$200 per month.

CITIES SERVICE BALTIMORE (Cities Service), Sept. 29 — Chairman, Ben Wilson; Secretary, J. Babson. Special meeting was held to act on freight-ship and tanker contracts. The contracts were read, discussed and accepted unanimously.

DIGEST of SIU SHIP MEETINGS

20 years with the Union and 12 years sea time. Motion made that Union negotiate to have air conditioning units placed in messhalls of all ships. Ship to be fumigated as soon as possible.

MAYAGUEZ (Sea-Land), Oct. 1 — Chairman, J. Obrea; Secretary, H. Kugler. No beefs reported by department delegates.

DEL AIRES (Delta), Sept. 12 — Chairman, Joseph Crowley; Secretary, Alf Tolentino. No beefs and no disputed OT reported by department delegates. Brother James McFarlin was elected to serve as ship's delegate. Crew request new ice maker be placed aboard ship.

STEEL SURVEYOR (Isthmian), Sept. 5—Chairman, Pedro Erazo; Secretary, R. DeBoissiere. No beefs reported by department delegates. Discussion about moving library to recreation room so that space can be used for ship's use. Motion was made and accepted by majority to move library.

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

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Seafarer's Hopes Torpedoed By WW II Nazi Submarines

When Seafarer Alejandro Valenzuela was torpedoed aboard the Harry G. Sidel in April of 1942, he not only lost his clothes, personal possessions and a fine berth on a good ship—he lost the chance to make the biggest hit of his career.

Brother Valenzuela is a horse player.

"A horse player," he points out, "is not merely a man who plays the horses. A horse player is one of those rare men who eat, drink, talk, sleep and dream of nothing but odds, winners and parlay pay-offs. A horse player would rather visit the local track than enter the gates of heaven. No matter where he is or what happens, his mind's eye remains serenely focused on the magic distance between starting gate and finish line."

So, when the German U-boat struck, Valenzuela was where you'd expect him to be—in his fo'c'sle reading the racing form.

"We were hauling fresh water from New York to the Standard Oil installation in Venezuela," he recalls. "The Harry G. Sidel was

a new ship, launched just two years before. She was a beautiful vessel, air conditioned and completely modern in every respect. I had planned to spend a long time aboard."

But a roving wolf pack of Nazi submarines had different plans for the unarmed American merchant ship. The Harry G. Sidel caught a total of three torpedoes — one in the #1 hold, one in the #8 hold, and one in the bunkers.



Valenzuela

"The night we got it, I was relaxing in my bunk going over the racing form," Valenzuela remembers. "I had two more hours to go before my watch came up. A horse named Man Overboard had really caught my fancy. I was just marking him on the form when those torpedoes tore into us."

In less than half an hour, the Harry G. Sidel was on the bottom.

Good Sailors

"The men went over the side without clothes, and in most cases, without even their shoes," says Valenzuela. "We were carrying a total crew of 42 men, two of whom were killed in the attack. They were good sailors," he says sadly. "And the Harry G. was a fine ship. I hated to see her go under."

The crew put three lifeboats out and the 40 survivors floated adrift for almost two days before reaching the Venezuelan coast.

"While we were on the lifeboat, all I could think about was whether I'd be able to get my bet

down on time," Valenzuela recalls. "By that time I was convinced that Man Overboard was a sure winner. And by worrying about the bet, I was able to keep my mind off my problems. It was a lot better than thinking about the U-boats or the sharks that might be prowling in the vicinity. So I just kept on daydreaming about being at a racetrack and placing my bet.

All three lifeboats reached Venezuela safely. "And wouldn't you know it, Valenzuela adds, that horse came in and paid off at 50-1.

A 20-year SIU veteran of the engine department, Valenzuela makes his home in Seattle, Washington, where he spends his leisure time picking winners on the West Coast.

Prefers Ponies

"I'm still single," he smiles. "I don't think I'll ever settle down. I'd rather feed the ponies than the women."

According to Valenzuela, horse-playing has its ups and downs, but he wouldn't give it up for the world.

"I can still remember the \$20,000 hit I once made out at Santa Monica," he muses. "For a while I was living on \$100-a-day. Granted, I lost it back soon enough—but what a memory."



UNFAIR TO LABOR DO NOT BUY

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

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

Eastern Air Lines
(Flight Engineers)

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

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

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

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

Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)

(Typographers, Bookbinders)
(Machinists, Stereotypers)

Jamestown Sterling Corp.
Furniture and Bedding
(United Furniture Workers)

Empire State Bedding Co.
"Sealy Mattresses"
(Textile Workers)

Pepsi Cola Company
(Soft Drink Workers, Local 812)

White Furniture Co.
United Furniture Workers of America

SIU Wife Gives Thanks

To the Editor:
We recently received a check for welfare benefits and I'm sending along these few lines to say that I am really happy and proud that my husband is an SIU man.

The welfare plan benefits are a great help to me in this time of need.

I realize that thanks alone is

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.

not enough. Nothing is enough. But still, we want to express our heartfelt gratitude for the concern and help the Union has extended to us.

Sincerely,
Juanita Rogamos

Appreciates SIU Pension

To the Editor:
My family and I would like to express our thanks for the pension that I will be receiving for the rest of my life. We also want to thank the Union

and the Welfare Plan for all that they have done for us in the past. Without the help of the SIU, our family would have had a truly difficult time of it, having had so much sickness. But each time we were in need of aid, the Union was right there to extend a helping hand. Thank you one and all.

Fraternally yours,
Gaetano F. Busciglio
B-417

Grateful To Union

I would like my Union brothers to know how well the SIU takes care of its members, both active and retired.

I cannot put into words how much the Union has done for me.

All I can say is thank you.
Fraternally yours,
Howard E. Rode
R-301

Thanks Union For Sympathy

To the Editor:
I wish to thank all Union members for the nice letters and flowers that were sent during the illness and after the death of my beloved husband Byrd O. Buzbee.

I also want to thank the Union for its kind offer to assist our family in any way which we needed help.

Thank you,
Mrs. Elvira Buzbee

Schedule of Membership Meetings

SIU-AGLIWD Meetings

New York ... Nov. 8-2:30 P.M.
 Philadelphia ... Nov. 9-2:30 P.M.
 Baltimore ... Nov. 10-2:30 P.M.
 Detroit ... Nov. 12-2:30 P.M.
 Houston ... Nov. 15-2:30 P.M.
 New Orleans ... Nov. 16-2:30 P.M.
 Mobile ... Nov. 17-2:30 P.M.
 Wilmington ... Nov. 22-2 P.M.
 San Francisco ... Nov. 24-2 P.M.
 Seattle ... Nov. 26-2 P.M.

Mobile ... Nov. 16-7 P.M.
 New Orleans ... Nov. 17-7 P.M.

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

Directory Of UNION HALLS

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

PRESIDENT
Paul Hall

EXECUTIVE VICE PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard Lindsey Williams
Al Tanner Robert Matthews

SECRETARY-TREASURER
Al Kerr

HEADQUARTERS ... 675 4th Ave., Bklyn. NY 9-6600

ALPENA, Mich. ... 127 River St. EL 4-3616

BALTIMORE, Md. ... 1216 E. Baltimore St. EA 7-4900

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CHICAGO, Ill. ... 9383 Ewing Ave. SA 1-0733

CLEVELAND, Ohio ... 1420 W. 25th St. MA 1-5450

DETROIT, Mich. ... 10225 W. Jefferson Ave. VI 3-4741

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NEW ORLEANS, La. ... 630 Jackson Ave. Tel. 529-7546

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PORT ARTHUR, Tex. ... 1348 Seventh St. SA 2-4401

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SEATTLE, Wash. ... 2505 First Avenue MA 3-4334

ST. LOUIS, Mo. ... 805 Del Mar CE 11434

TAMPA, Fla. ... 312 Harrison St. Tel. 229-2788

WILMINGTON, Calif. ... 505 N. Marine Ave. TE 4-2528

Great Lakes SIU Meetings

Detroit ... Nov. 1-2 P.M.
 Alpena ... Nov. 1-7 P.M.
 Buffalo ... Nov. 1-7 P.M.
 Chleago ... Nov. 1-7 P.M.
 Cleveland ... Nov. 1-7 P.M.
 Duluth ... Nov. 1-7 P.M.
 Frankfort ... Nov. 1-7 P.M.

GREAT LAKES TUG AND DREDGE REGION

Detroit ... Nov. 15-7:30 P.M.
 Milwaukee ... Nov. 15-7:30 P.M.
 Chicago ... Nov. 16-7:30 P.M.
 Buffalo ... Nov. 17-7:30 P.M.
 Sa't Ste. Marie Nov. 18-7:30 P.M.
 Duluth ... Nov. 19-7:30 P.M.
 Cleveland ... Nov. 19-7:30 P.M.
 Toledo ... Nov. 19-7:30 P.M.

SIU Inland Boatmen's Union

Philadelphia ... Nov. 9-5 P.M.
 Baltimore (licensed and unlicensed) ... Nov. 10-5 P.M.
 Houston ... Nov. 15-5 P.M.
 Norfolk ... Nov. 12-5 P.M.
 New Orleans ... Nov. 16-5 P.M.
 Mobile ... Nov. 17-5 P.M.

RAILWAY MARINE REGION

Jersey City ... Nov. 15-10 A.M. & 8 P.M.
 Philadelphia ... Nov. 16-10 A.M. & 8 P.M.
 Baltimore ... Nov. 17-10 A.M. & 8 P.M.
 *Norfolk ... Nov. 18-10 A.M. & 8 P.M.

United Industrial Workers

New York ... Nov. 8-7 P.M.
 Baltimore ... Nov. 10-7 P.M.
 Philadelphia ... Nov. 7-7 P.M.
 Houston ... Nov. 15-7 P.M.

SIU Arrivals

Michelle Blanchard, born June 12, 1965, to the James L. Blanchards, Pocollet, South Carolina.

John Warren Smith, born September 11, 1965, to the Clyde J. Smiths, Mobile, Alabama.

Gary Stalnaker, born August 24, 1965, to the Owen R. Stalnakers, Toledo, Ohio.

Catherine Kelly Finnerty, born August 25, 1965, to the George Finnertys, Cleveland, Ohio.

Susan Diana Arellano, born August 12, 1965, to the Jorge R. Arellanos, New Orleans, Louisiana.

Daniel Hawzhurst, born August 23, 1965, to the Eria Hawzhursts, Jr., New Orleans, Louisiana.

Michael Alan Box, born September 9, 1965, to the Jerry W. Boxs, Houston, Texas.

Kelly Marie Tobey, born August 13, 1965, to the Vasco Tobey, Jr., Kenner, Louisiana.

Edward Cain, born May 19, 1965, to the Edward M. Cains, Mobile, Alabama.

Scott Raymond, born August 28, 1965, to the Donald Raymonds, Rogers City, Michigan.

Christy Anderson, born September 19, 1965, to the William Andersons, Broomall, Pennsylvania.

Gary Wayne Penson, born June 24, 1965, to the Junest Penson, New Orleans, Louisiana.

PERSONALS and NOTICES

John J. Crosswell
Your are requested to contact Mrs. Lavon Lux at R.D. #1, Jeanette, Pennsylvania.

Howard J. Credeur
You are asked to contact Jerome B. Monfred at 36-38 Equitable Building, Calvert and Fayette Streets, Baltimore, Maryland 21202.

William (Billy) Lewis
You are requested to contact Dulie Martinez at 606 Colquitt, Houston, Texas, Phone Jackson 2-4468, regarding your brother Frederick Wayne Lewis. Important.

Michael Ryan
You are asked to contact Mrs. Bridget Ryan at 890 West Beach Street, Long Beach, New York.

Donald Jones
You are requested to contact your mother Mrs. Louis B. Jones at 2284 Washington Street, Eugene, Oregon.

Michael Piskin
You are asked to contact your father Alex Piskin at 18 Gordon's Corner Road, Freehold, New Jersey.

Vernon Southern
You are asked to contact Mrs. Ruth B. Yeager, Family Service of Galveston, 214 Merimax Building, Galveston, Texas.

Ralph D. Pardue
You are asked to contact I. Duke Avnet, Avnet & Avnet, Attorneys at Law, 405-406 Tower Building, 222 East Baltimore Street, Baltimore, Maryland 21202.

Final Departures

Bernard Rogers, 41: Brother Rogers died of natural causes at the Staten Island USPHS Hospital. A member of the SIU since 1962, he sailed as an FWT. No beneficiary was designated. He was buried in the Holy Cross Cemetery Brooklyn, New York.



John Joseph Yendral, 56: A heart attack proved fatal to Brother Yendral in Wheeling, West Virginia. A member of the Union since 1958 he sailed in the steward department. He is survived by his brother Albert L. Yendral. Place of burial was the Mt. Calvary Cemetery, Wheeling, West Virginia.



Antonio Darcce, 61: Brother Darcce succumbed to heart failure at his place of residence in Port Arthur, Texas. A member of the steward department, he signed on with the SIU in 1963. He is survived by his wife Merla Mercedes. He was buried in the Greenlawn Memorial Park Cemetery, Port Arthur, Texas.



Harry D. Emmett, 41: Brother Emmett died of pneumonia at the Charity Hospital, New Orleans, Louisiana. A member of the steward department, he joined the SIU in 1952. He is survived by his mother Beulah. He was buried in Kansas City, Missouri.



Anthony Dominick Leva, 39: Brother Leva died of a heart attack at the Mt. Auburn Hospital, Cambridge, Mass. A member of the deck department, he joined the Union in 1944. He was buried in the St. Michael's Cemetery, Boston, Mass. Surviving is his mother Josephine.



John David Groth, 36: Brother Groth succumbed to heart disease at his home in Baltimore, Maryland. A member of the Union since 1956, he sailed in the deck department. He is survived by his wife June. Place of burial was the Gardens of Faith Cemetery, Baltimore, Maryland.



Know Your Rights

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

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall consist equally of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:
Earl Shepard, Chairman, Seafarers Appeals Board,
17 Battery Place, Suite 1930, New York 4, N.Y.

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

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

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

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

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

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

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

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

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

Viet Buildup Strains Fleet

(Continued from page 3)

and our present commercial shipyard capacity are adequate for at least a limited war. At that meeting SIU President Hall said that the statement was too general and asked for more specific information, such as what reliance Defense was placing on the vessels of foreign nations, including runaways, and as to the effectiveness of the reserve vessels in the event of a real emergency. But Defense never did elaborate.

The SIU continued to press for a determination of the adequacy of the present U.S. fleet. At the August 6 meeting of the Maritime Advisory Committee SIU President Hall expressed grave doubts as to the validity of the Defense Department assurance, and repeated his plea for Government action to strengthen U.S. shipping in the interests of our commercial and defense requirements.



SPAD

fighting for you

THE EVENTS of the past few weeks as they pertain to maritime and the merchant seaman provide an example of the threat that exists to seamen and workers in allied maritime fields who depend on the U.S. merchant marine for their livelihood.

A Government study group, called the Interagency Maritime Task Force, which is headed by Alan S. Boyd, undersecretary of Commerce for Transportation, recently issued a report calling for such drastic changes in maritime policy as withdrawing Government support for U.S. passenger liners, phasing out the cargo preference program and permitting shipowners to build or buy vessels abroad but operate them in all American trades, including the domestic trades.

Ultimately, the adoption of the recommendations of the Task Force would result in a loss of 20,000 Seafaring jobs.

Maritime labor and the labor movement in general have found that the most effective means of maintaining vigilance over the interest of maritime labor and all labor union members is through the maintenance of a strong political and legislative apparatus.

The SIU, through the Seafarers Political Activity Department (SPAD) has been waging a continuous fight to protect the rights of merchant seamen and further upgrade the U.S. merchant fleet.

The future of the U.S. merchant marine, depends to a great extent on the ability of maritime labor to marshal its political and legislative strength to turn back any proposed legislation or Presidential Executive Order that may prove injurious to the merchant seaman and in turn support legislation that is to his benefit.

A good example of the importance of an effective legislative apparatus such as SPAD are the hearings that are being held this week by the Department of Interior.

The purpose of the hearings will be to determine whether or not petro-chemical feedstocks from abroad should be included under the present oil import quota system or be included under a new and separate quota system. Petro-chemical feedstocks are petroleum by-products that appear after the refinement of the petroleum itself.

In this connection, the SIU has previously urged the Department of Interior to adopt the recommendations of a special subcommittee report on oil import quotas which was presented before the President's Maritime Advisory Committee on June 21.

The President's Maritime Advisory Committee is composed of 15 members representing labor, management, the Government and the public, and was set up to consider matters and programs affecting the U.S. maritime industry.

The subcommittee consisted of Theodore W. Kheel, New York City Labor-management arbitrator; Lane Kirkland, executive assistant to AFL-CIO President George Meany and J. Paul St. Sure, president of the Pacific Maritime Association.

The enactment of this proposal is of the utmost importance to all Seafarers, when one considers that at the present time American-flag tankers carry only 2.3 percent of all of our imported oil and petroleum products. Ships flying the Liberian and Panamanian flags—the two foremost runaway-flag havens—carry 55 percent of all of our imported oil and petroleum products and the only legitimate maritime nation transporting a significant volume of these imports is Norway which carried 17.8 percent.

The establishment of an oil
(Continued on page 11)

