

50-50

MUST NOT SINK!

Russian Merchant Fleet To Top U.S. Next Year

WASHINGTON—While the call of the SIU and all of maritime labor for a modern U.S. merchant fleet continues to go unheeded by the U.S. Government, the Soviet Union continues to expand its merchant fleet with an unprecedented building program.

Russia's merchant marine will surpass the American merchant fleet in both ships and capacity by the middle of next year, the annual report of the Shipbuilders Council of America has predicted.

"More importantly," the fleet will be composed predominantly of new, efficient vessels, while the U.S. merchant marine will be composed overwhelmingly of obsolete ships in the 25-year-old bracket."

Since 1951, the Russian merchant marine has increased from 432 ships of 1.8 million deadweight tons to 1,200 ships totaling 8 million tons, according to the report. In the same period, the U.S.-flag fleet has been shrinking steadily from 1,955 active ships of 22.4 million tons in 1951 to only 520 vessels totaling 13.5 million

As of November 1, 1964, the Soviets had 673 ships of 6,450,000 deadweight tons being constructed on order, compared with only 43 ocean-going merchant ships under construction or on order for the U.S. merchant marine.

Crash Program

The report points out that because of the all-out crash building program of the Russians' Soviet shipyards cannot even handle all the naval and merchant ship orders which are coming in, and 3.9 million tons of modern merchant ships are being built in yards outside Russia.

While the Soviets continue to build merchant ships at an enormous rate, so few modern U.S. flag merchant ships have been constructed in recent years that 18 U.S. shipyards have closed down since 1955. As a result, the fast, modern Soviet fleet contrasts strongly with the U.S.-flag tramp fleet, which is composed mostly of small, slow, warbuilt Liberty and Victory ships.

Wyoming Supreme Court Backs Union Hiring Halls

CHEYENNE, Wyo.—The Wyoming Supreme Court threw out a key section of the state's "right-to-work" law by affirming the right of unions to maintain hiring halls and secure jobs for their members.

In a three-to-one decision, the court granted an injunction asked for by the International Brotherhood of Electrical Workers, AFL-CIO, to prevent the Governor and county attorneys from enforcing the anti-hiring hall section of the anti-labor law.

The IBEW's legal stand was backed by two local chapters of the National Electrical Contractors Association, an employer group. It has been a long-standing practice in the building trades industry for contractors to hire workers through their unions.

The sole dissenting voice on the court wanted to go even further than his colleagues, as he supported the union's contention that the whole "right-to-work" statute should be declared unconstitutional.

The stricken section of the law said: "No person is required to have any connection with, or be recommended or approved by, or cleared through, any labor organization as a condition of employment or continuation of employment."

The court majority found that the section conflicted with the National Labor Relations Act's provision for exclusive representation. The court held that "when the exclusive representative is a labor organization, a non-union employee is necessarily required to have a connection with a labor organization."

The state's "right-to-work" law,

the court said, "must yield to the supreme law of the land, which is the United States Constitution, and the valid laws of the United States made in pursuance thereof."

RMR Elects Convention Delegates

JERSEY CITY—Delegates to the Special and Second Quadrennial Convention of the Railway Marine Region, Inland Boatmen's Union of the SIU-AGLIWD, have been elected in balloting conducted on April 19, 1965 at the Union halls in Jersey City, Philadelphia, Baltimore and Norfolk. There were four candidates for the two delegate positions to these Conventions.

The members of the Union, in special membership meetings held on April 21 in each port, acted on and approved the final report of the Polls and Tally committees—which is printed in its entirety on page 4 of this issue of the LOG.

The IBU's Special and Second Quadrennial Convention will be held at 9:00 AM, Thursday, May 27, 1965 at the Gramercy Inn, 1616 Rhode Island Avenue, NW, Washington, D.C. In addition to the RMR, delegates to the convention will represent the Atlantic, Gulf and Great Lakes Tug and Dredge regions.

International President's REPORT



By Paul Hall

Agriculture Secretary Orville Freeman is once more pushing Congress to adopt measures which, if adopted, would in a few years leave the U.S. with virtually no merchant marine and at the mercy of any foreign power which decided to start turning the screws on the U.S. internationally.

Secretary Freeman, is advocating dropping the 50-50 requirement that at least half of the American farm products sold to Soviet bloc nations must be carried in U.S. ships. To justify this stand the Agriculture Department is pushing the plea that the 50-50 requirement is curtailing the sale of such commodities to these countries by making U.S. agricultural products non-competitive on the world market.

This is an old Agriculture Department line which it drags up periodically—apparently with the hope that someday this view will be mistaken for the truth and adopted by Congress. As it has done in the past and will continue to do in the future, the SIU has countered this distorted Agriculture Department view by placing the true facts before the American public and the Congress, and by clarifying Freeman's latest attempt to hoodwink the nation.

The SIU has pointed out that it is not the high cost of American shipping which is making our agricultural products un-competitive on the world market, but the high cost of American agricultural products themselves.

Freeman is laying down a smoke-screen to obscure the fact that the farmer is being paid huge sums in subsidies to support high prices for his products at home, and is then getting an additional subsidy to enable him to sell abroad at the considerably lower world market prices. These agricultural subsidies amount to such a huge figure annually that it is the height of cynicism and chicanery to try to obscure that fact by making the American merchant marine the whipping boy for our failure to compete on the world agricultural market—as the Agriculture Department has tried to do time after time after time.

Artificial Boosts

The truth is that after spending huge amounts of the taxpayer's money to artificially boost the price of foodstuffs, which then costs the taxpayer more of his hard earned money because he must buy his daily bread at these inflated prices, the taxpayer is then hit again by having more of his tax dollar spent to subsidize the farmer for "dropping" his prices to meet the world market. To explain all of this away, Freeman then proceeds to attack his favorite patsy—the American merchant marine.

To counter this dangerous nonsense doled out by the Agriculture Department, which would lead to the quick death of a proud and vital American industry, the SIU has proposed a plan which would instead breathe new life into the maritime industry, bring down freight rates on American vessels without undermining the hard-won decent wage achieved by American seamen, and give U.S. products—manufactured as well as agricultural products—a better chance to compete in world markets.

The costs of shipping Government-generated cargoes could be substantially reduced by building new American-flag bulk carriers which would be able to carry these cargoes at lower rates than the aging tramps now in operation and still operate profitably.

U.S. Agencies Share Blame

Much of the blame for the sad decline of the U.S. tramp fleet can be laid at the door of the Agriculture Department, along with several other Government agencies. Federal agencies, particularly the Agriculture Department, have consistently failed to administer the cargo preference laws which were designed to provide a proper share of Government cargoes for tramp ships. The Agriculture Department has consistently supported foreign trade missions and their ship brokers in their attempts to force American vessels out of the trade. In addition, the Government has failed to provide any meaningful assistance to the vital tramp fleet—other than through cargo preference, which has been constantly undercut and made a mockery by the Agriculture Department.

As a result, the American tramp fleet is now made up almost entirely of war built Liberty and Victory ships—small, slow, prone to breakdowns, uneconomical, obsolete. By contrast, foreign nations are building fast, modern bulk carriers to carry more goods, cheaper.

This is what the U.S. needs—a tramp fleet of fast, modern bulk carriers. The U.S. Government however, has continued to take the short-sighted view and has refused to provide building subsidies for these modern tramps. As a result our tramps are getting older, less able to compete, and the Governments cutting its own throat economically because the un-competitive nature of these vessels brings about higher and higher costs in freight rates to perpetuate an obsolete, outmoded fleet unable to serve the nations economic or defense needs.

New Ship Construction

The SIU is pushing for the adoption of a Government policy which would bring about the construction of a new bulk carrier fleet which would bring dividends to the nation in the form of lower cargo preference costs, would let us compete in world markets, and provide the nation with fast, modern tonnage to serve our best interests in peace and war.

American tramp operators have filed plans for the building of new American-flag bulk carriers with the Maritime Administration—only to be met with the same penny-wise pound-foolish thinking which has for years dominated Government agencies entrusted with the preservation of U.S. maritime. It is high time for the Agriculture Department, with its fiscal chicanery to be put in its place, and for a realization on all levels of Government that in maritime as well as in anything else, constantly looking backwards—or worse, constantly walking around with your eyes closed entirely—leads to a bad fall.

SIU Polls And Tally Committee At Headquarters



Seafarer Kenneth Cann registers to cast his ballot to elect delegates to the Twelfth Biennial SIUNA Convention, while Polls and Tally Committee members at headquarters (seated l-r) Ricky Motika, Ed Starns and Bill Funk check out his book. The SIUNA Convention will take place in Washington, D.C. from May 26 through June 1, 1965.

Seafarer On Pension



Seafarer Luis Gonzalez (right) joined the growing ranks of SIU pensioners recently when he picked up and cashed his first regular monthly \$150 SIU pension check. Gonzalez, shown above with SIU rep John Dwyer at New York headquarters, last sailed as a fireman aboard the *Robin Gray*. He will spend his retirement with his wife Savina at his home in New York.

SIU Fights Agriculture Move To Scuttle 50-50 Cargo Preference Law

WASHINGTON—The SIU has sharply protested another effort by the Secretary of Agriculture Orville L. Freeman to undermine the 50-50 laws by attempting to end the requirement on the use of American-flag vessels in the export of farm products to Soviet-bloc countries. Under federal regulations in effect since the first wheat sales to Russia were negotiated by the Kennedy Administration in 1963, at least half of these cargoes must be carried in U.S. ships.

Secretary Freeman recently told a subcommittee of the House Appropriations Committee that the requirement on the use of U.S.-flag vessels, to carry half of our farm commodities to Soviet na-

tions, is curtailing the sale of such commodities to these countries.

Similar testimony had been given to a subcommittee of the Senate Committee on Banking and Currency to the then Under Secretary of Agriculture Charles S. Murphy.

The SIU's criticism was voiced in a letter, signed by SIUNA President Paul Hall, and sent to Secretary Freeman today. Copies of the letter were sent to all members of the President's Maritime Advisory Committee, which was created by President Johnson last June to consider the problems of the American-flag merchant fleet, as well as to the chairmen of the House Appropriations Committee, House Merchant Marine Committee, House Agriculture Committee, Senate Commerce Committee and Senate Agriculture Committee.

"That you should have expressed such views before the House Appropriations subcommittee comes as no surprise to us, since these have always been your views, as well as the views of the vested farm interests to which your Department has always been a handmaiden," the SIU told the Secretary.

"We do believe, however, that since you, as well as Secretary Murphy, have seen fit to step up your attacks against the American-flag merchant fleet in recent weeks, certain facts relating to the sale of U.S. farm commodities abroad should be clarified for the record."

Noting that both Freeman and Murphy had attempted to convey the impression that the cost of American-flag shipping is making our farm products uncompetitive in world markets, the SIU asserted that "there is considerably more reason for believing that it is the

American farmer, rather than the American seaman, who is making our farm commodities uncompetitive."

Farm Supports

The SIU noted that the Government is now spending about \$5 billion a year to support high prices for the farmer in the domestic market, and then must pay an additional subsidy, which also goes into the farmer's pocket, to enable the farmer to sell in the world market at considerably lower prices.

The SIU said it has been costing the Government about \$150 million a year to subsidize the export of wheat abroad, as well as \$35 million a year to make rice competitive, making a total cost of \$185 million a year for these two commodities alone.

The SIU noted that our cargo preference program now costs the taxpayer about \$80 million a year, and pointed out that the export subsidies on wheat and rice alone are more than double that amount.

"It seems evident to us that you, as well as Under Secretary Murphy, have been at-burden, to the American taxpayer, of selling American farm products abroad, by making the American merchant marine your whipping boy," the SIU declared. "The fact is that, even if no American ships were used at all for these exports, it would still cost the American taxpayer millions of dollars a year to keep the American farmer competitive in world markets."

The SIU noted that President Johnson has recently proposed eliminating export subsidies and shifting the burden of farm exports from the Government to the consumer, in the form of higher

(Continued on page 17)

U.S. Tramp Fleet Needs Modern Bulk Carriers, SIU Tells Congressmen

WASHINGTON—The Seafarers International Union of North America told a subcommittee of the Joint Economic Committee recently that the costs to the Government of shipping Government-generated cargoes could be substantially reduced by building new American-flag bulk carriers which would be able to carry these at lower rates and still operate profitably.

The Subcommittee on Federal Procurement and Regulation, headed by Senator Paul H. Douglas of Illinois, has been holding hearings here on ocean freight rates in an attempt to determine if the Government is paying excessively high rates for Government-generated cargoes and if these rates have an inflationary impact on commercial rates. The SIU's statement was submitted for inclusion in the subcommittee's record.

SIU President Paul Hall later renewed the Union's call for modern bulk carriers in a speech before the Propeller Club of Washington, pointing out that the competitive position of the nation's fleet would be vastly improved by such a measure.

The SIU asserted in its statement before the Congressional Committee that the rates of American-flag ships are not high, particularly for the tramp vessels which were intended by Congress to be the principal beneficiaries of the Cargo Preference Act.

"If it were true that the rates are too high," the SIU pointed out, "we would expect our tramp fleet to be prospering. On the contrary, as we know, our tramp fleet of dry cargo vessels and independent tankers has been floundering in seas of bankruptcy, as well as obsolescence."

The SIU cited, as causes of the tramp fleet's decline, the following:

- The failure of Federal agencies to administer the cargo preference laws so as to provide a proper share of Government cargoes for tramp ships.
- The campaign of foreign trade missions and their ship brokers to drive American ves-

sels out of the field by forcing the rates on Government cargoes below the "fair and reasonable" levels established by the Maritime Administration in 1957. These practices, the SIU said, have been condoned by the Department of Agriculture.

• The failure of the Government to provide—other than through cargo preference—any meaningful assistance to the tramp fleet.

Mostly Warbuilt

The SIU noted that, as a result of these Governmental policies, the American-flag tramp fleet now consists almost entirely of warbuilt Liberty and Victory ships which are small, slow and unable to compete effectively with the modern bulk carriers being built by our foreign rivals. Moreover, the SIU pointed out, these antiquated American ships are costly to repair and maintain and these costs, if the vessels are to remain operative, must be compensated for in the rates.

"Thus," said the SIU, "while the rates are not high, they are higher than they would be if the conditions we have described were not a reality.

"The tragic aspect of this situation," the SIU added, "is that our Government, which through its maritime policies has brought about the near-demise of our tramp fleet, has now become the principal victim of its own actions. For not only is our Government now paying rates that are higher than they have to be, but it is paying these rates to perpetuate an antiquated and outmoded structure whose ability to serve the commercial and security needs of the nation has been seriously curtailed, and which still cannot operate profitably, even at the present rates."

The SIU noted that plans for the building of at least ten

new American-flag bulk carriers have been filed with the Maritime Administration by American tramp ship operators, and that these plans have detailed, with data on operational costs, the manner in which these vessels could not only compete effectively for commercial cargoes, but carry Government cargoes at substantially reduced rates.

The SIU added that operators who have submitted these plans have maintained that the savings accruing to the Government, from reduced cargo preference costs, would enable the Government to amortize the construction costs of these vessels in as little as three years, and that thereafter the Government could continue to enjoy the benefits of reduced rates without further costs, since these vessels could obtain enough commercial cargoes to remain profitable, even without heavy expenditures for operating subsidies.

"We believe," said the SIU, "that a vigorous and affirmative policy by the Government, to facilitate the construction of a new bulk carrier fleet, would not only pay dividends to the Government in the form of lower cargo preference costs, but would restore our tramp fleet to a position in which, even while carrying cargo at lower rates, it could operate profitably."

On the back page of this edition of the SEAFARERS LOG, a special feature explains the role of the United States Government and of organized labor in the Vietnamese conflict. Every Seafarer and union member has a vital stake in knowing the issues that surround the Vietnamese conflict.

SIU Convention Delegates Elected

NEW YORK—Delegates to the SIUNA convention from the Atlantic, Gulf, Lakes and Inland Waters District have been elected in balloting conducted on April 19, 1965 in all ports. The elected delegates will represent the AGLIWD to the Twelfth Biennial Convention of the SIUNA which will be held from Wednesday, May 26 through Tuesday, June 1, 1965 at the Gramercy Inn, 1616 Rhode Island Avenue, NW, Washington, D.C. There were 28 candidates for the 27 delegate positions.

Delegates representing the more than 80,000 members of the 31 SIUNA affiliated unions will meet at the convention to act upon and discuss matters affecting the international, the U.S. labor movement, the maritime industry and crafts and industries represented by SIUNA affiliated unions. They will also decide future policies of the international and hear reports on union progress.

Delegates to the convention will

be representing deep sea Seafarers, tug and other inland water boatmen, railroad marine tug and dredgemen, fishermen, cannery workers and workers in the transportation services and allied industrial crafts.

The membership of the A&G district, in special membership meetings on April 21, 1965 in all ports, acted on and approved the combined Polls and Tally Committee report—which is printed in its entirety on page 23 of this issue of the LOG.

GLD Approves Nominees

The final report of the Great Lakes District nominating committee was presented and approved at the regular membership meeting of the Great Lakes District on April 19, 1965.

Call For U.S. Government Action

SIU Fisherman Rap Japanese Bristol Bay Salmon Depletion

SEATTLE—Angry members of SIUNA affiliated Alaska fishermen's unions, joined by deepsea Seafarers and other members of the AFL-CIO Maritime Trades Department, picketed two Japanese-flag freighters here in protest against Japanese depletions of the precious Bristol Bay red salmon reserves.

Earlier, at a tense meeting in the Seattle SUP-SIU Hall, more than 500 fishermen heard Representative Thomas Pelly (R-Wash.), a member of the House Merchant Marine and Fisheries Committee, call for a nation-wide demonstration by fishermen to shock Congress and the Administration into action.

George Johansen, secretary-treasurer of the Alaska Fishermen's Union, told the assembled fishermen:

"There is a danger not only of serious depletion, but that the United States will become dependent upon a few of the exploiting nations for our fishery needs."

They also heard Representative Brock Adams (D-Wash.) say he would enlist the support of other lawmakers and propose legislation barring further Japanese depredations in the fishing grounds.

The long smouldering controversy centers around the red, or sockeye, salmon which spawn in streams around Alaska's Bristol Bay. Japanese fishermen, using gill nets which are banned for U.S. fishermen, have been taking tremendous quantities of fish, including at least two million immature salmon taken last fall at the so-called 175th meridian abstinence line.

Line Created in 1953

The line, demarking the areas where Canada, Japan and the U.S. can properly take salmon, was established in 1953 by the International North Pacific Fisheries Convention. Under the agreement, Japan is supposed to confine its fishing operations to the east of the line.

While the Japanese have taken huge quantities of fish, American fishermen have been limited in their catches by the fact that at

least 12 million red salmon are needed to reseed the Bristol Bay spawning streams. Federal restrictions bar fishing at points too near the spawning areas. Additionally, fishing may only be done on a few days within a given week.

10 Million Loss

The Americans expect to lose at least 10 million salmon this season to the Japanese. The gill nets used by the Japanese are spread over enormous areas — up to 4,000 square miles, according to fishery officials—giving them not only an advantage but a position which allows them to destroy the whole salmon crop at will.

Don McKernan, director of the United States Bureau of Commercial Fisheries, concurred with the feeling voiced by the SIUNA fishermen that a "crisis point" had been reached. "We have carefully regulated our own fisheries in or-

der to rehabilitate the Bristol Bay run," he said.

"Now," McKernan warned, 20 years of dedicated conservation effort "are in jeopardy."

In the most far-reaching protest measure called for, Senator Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee, asked for a boycott of Japanese products. Longshoremen respected the picket lines and the Kings County (Seattle) Labor Council also has given its complete support to the fishermen.

The policies of the U.S. State Department were also taken to task by lawmakers who addressed the meeting. Diplomatic action was called for to solve the problem, and Senator Magnuson recommended that Cabinet rank officials take part in the yearly fisheries commission meetings instead of just leaving the job to technical experts, as is the custom.

Polls And Tally Committee Report Of The Railway Marine Region, Inland Boatmen's Union

HELD IN JERSEY CITY, APRIL 19, 1965

We, the undersigned of the Polls and Tally Committee, duly elected at a Special Meeting on April 19, 1965 in the Port of Jersey City, submit the following report:

This Committee was elected as per the instructions contained in the letter to the membership from G. P. McGinty, Regional Director, dated March 8, 1965.

We received from Headquarters offices of the Union, all of the files relative to the conduct of the election. From the files, we found signed receipts for ballots No. 1 through No. 500, which had been issued to the following Ports, as follows:

Port	Ballots Issued
JERSEY CITY	1 to 250
PHILADELPHIA	251 to 270
BALTIMORE	271 to 300
NORFOLK	301 to 500

We, the Committee, have checked the files of Headquarters offices and have seen signed receipts by the various agents for the official ballots that had been sent to them by Headquarters offices. In addition to the above, this Committee, in accordance with the letter of March 8, 1965 previously referred to, has received from Ports of Philadelphia, Baltimore and Norfolk telegrams from the Polls and Tally Committees of these Ports, giving the official tally of the ballots cast in their Ports. This Committee has made these tallies a part of this official tallying committee's report, as follows:

Name	Book No.	Votes	
		Received	Elected
1. Joseph J. Faddé	F-20000	9	
2. John A. Forsythe	F-20033	95	*
3. Dennis M. Lee	L-20054	93	*
4. James P. Waters	W-20000	7	
NO VOTES	0		
VOIDS	2		

DATED: April 19, 1965

*Denotes Elected

THOMAS P. WONDALSKI	W-20022
(Name)	(Book No.)
WALTER R. MIELNICKI	M-20002
(Name)	(Book No.)
EDWARD DUFFY	D-20049
(Name)	(Book No.)



By Earl (Bull) Shepard, Vice-President, Atlantic Seafarer Stars In TV Program

Everyone in the New York Hall is proud of the new TV star of the SIU, Bill Burke, who, as many of you fellows know, was featured on the CBS television program "Eye On New York". The day after the program, everyone in the New York Hall was buzzing about Burke's appearance on the TV program, which told about the decline of the U. S. merchant marine.

Some of the fellows who are at New York Hall waiting to ship out include Tony Maiello, who's waiting for a chief cooks job, Jimmy Duffy and C. B. Jennings who are holding down the hall waiting for an electricians slot and Art Gilliland, who's waiting to ship out as deck maintenance.

Boston

Shipping was slow in Boston during the last two weeks, but is expected to pick up during the next period.

Holding down the hall here for the first job is Charles Krause, a 25-year SIU man who last shipped aboard the Puerto Rico. He just received his ffd after three months in dry dock.

Fred Woodard spent two years in the cause of science serving aboard the Anton Bruun. After tracking down every other fish in the Indian Ocean, he now says he's happy to be back home and with the family.

Harold Taylor last shipped on the new Calmar as deck engineer before having to put into dry dock for two months. He's back in business again, however, and watching the board for a job on a coast-hugger.

John Fancutt, a 25-year union man who last shipped aboard the Cities Service Baltimore, is another Seafarer holding down the hall for a coastwise trip. He says he likes to stay close to the family.

Philadelphia

Shipping was off during the last period in Philadelphia, with just two payoffs, three sign-ons and five in transits to report. The expectation for the next two weeks is brighter, however.

Louis Barch, a 25-year SIU man, had to pile off the Yorkmar because of a death in the family. He is now staying close to the hall so he can catch the Petrochem, which is expected through here running coastwise.

John Anderson just got his ffd and says he will take a first cook's job going anywhere. His last ship was the Sea Pioneer.

Juan Lopen got off the Penmar because of illness in the family. He says he is real thankful about the SIU Welfare Plan and is happy with the benefits his family has been receiving because of the illness.

Harry Celkos limped off the Portmar in Los Angeles after breaking his leg. He's back in shape, however, and is keeping close to the hall to catch one of the new Calmar ships.

Baltimore

Shipping slowed somewhat during the last period but is expected to rebound quickly. In the last two weeks, there were six payoffs, eight sign-ons and 13 ships serviced in transit. The Warm Springs was the last payoff, and she will be going into layup for 12 days.

In local labor news, Seafarers are helping AFL-CIO Newspaper Guild members to man the picket lines at the Baltimore Sunpapers. The competing Hearst newspapers closed down in "sympathy" with the Sunpapers, locking out their employees.

Robert Raymer, a 15-year union

man, shipped aboard the Marymar on her maiden voyage but had to get off to take care of some shore-side business. Now he's watching the board for the Portmar, a favorite of his.

Also waiting for the Portmar to crew up is Lyle Williamson, who last sailed on the Mayflower as fireman-watertender.

Ballard Browning got hung up in Marcella, Mexico for a week with the rest of the St. Lawrence's crew when the ship had to put into that port because of boiler trouble. Right now, he's looking to ship on a Calmar or Isthmian vessel.

Norfolk

Shipping is also slow in Virginia. The future looks brighter, however, with some coal-hauling ships expected in soon. During the last period there was one payoff, two sign-ons and seven ships serviced in transit.

Phil Hargis, who sails in the steward department, hated to get off the Eagle Traveler, one of his favorites. He heard that she was on her way to the Persian Gulf, however, and he is not willing to stray that far from home.

Jerry Wood had to check off the Eagle Traveler and into the hospital. He hopes to be ship-shape real soon, however, and ready to ship again. Lucien Drew also got off the Eagle Traveler to go into dry dock. Now ffd again, he's trying to catch the same ship.

Thomas Stubbs was another dry dock case here. He is now recovering from a broken arm, which he suffered on the Globe Carrier during a storm at sea.

Puerto Rico

Shipping has been good here during the last two weeks, with a total of 23 ships contacted. The outlook for the next period is even brighter. On the P.R. labor front, 570 workers represented by the Oil, Chemical and Atomic Workers, AFL-CIO are striking the Commonwealth oil refinery. The union is seeking an improved hospitalization plan, increased vacations, additional holidays, better cafeteria facilities and safety clothing for workers.

An island-wide drive is on to organize barbers. About 75 percent of the tonsorial specialists in Puerto Rico are expected to be enrolled.

Jose Ramos, chief steward on the Seatrain Texas, drops by the hall on his days off to say hello to his many friends. Sorry to report that Antonio Ibarra is in the hospital after being hit by a car on his way back to the Bienville.

Paul Calebaugh has been doing a fine job as Captain and Mate aboard Porto Rico Lighterage tow-boats ever since he picked up his mate's ticket under the SIU's upgrading program. Zenon Rivera, one of the SIU's best bosuns, has been working aboard the Island Queen, which operates between Fajarda and the Virgin Islands.

SEAFARERS LOG

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SIU-UIW Members At Work



SIU-UIW members (l-r) Willie White, and Michael Gadinski talk things over with Union rep Charley Heard at UIW-contracted Edward L. Durham, Inc. in Brooklyn, which makes canvas products.

Edward L. Durham, Inc., Di Matina Supply Co., and Acme Canvas and Rope are among the many SIU, United Industrial Workers - contracted companies in the New York area. On recent visits to these plants, the LOG photographer took many pictures of SIU-UIW members at work producing canvas and rope products which are in use all over the U.S. and on many SIU-contracted vessels all over the world. These high-quality, Union-made products are in demand because of the fine workmanship built into them by the SIU-UIW members pictured here and many others. The products made in these plants range from bright colored awnings for stores, to plain heavy-duty tarpaulins for trucks and shipboard use.



Here UIW member Ruron D. Jean-Babriste of UIW-contracted Edward L. Durham, Inc. sews an awning.



UIW member Steward Stein stands behind the business end of a fork lift at Di Mattina Supply, in Brooklyn.



Operating the big fork lift at Di Mattina Supply is UIW member Bobby Stein.



Jack Saunder (left) and Willie White work on a big canvas at Acme Canvas and Rope Company in Brooklyn. Canvas in the photo is presently in use at the Gas Pavilion at the New York World's Fair.

Birth and Death of a Volcanic Island

IN early November of 1963, a vessel sailing near the Arctic Circle off the coast of Iceland recorded an unusual phenomena. The normally frigid water surrounding the ship was strangely warm. This fact was duly entered in the ship's log, but the cause of this strange occurrence remained a mystery.

Several days later the reason became apparent. Fishermen discovered a cloud of steam rising from the ocean, and investigating further, discovered that much solid matter had already been thrust up to the surface of the water, the smaller particles of which were still floating about.

Volcanic action was giving birth to the first new European island of the 20th Century.

Soon a 20,000-foot column of smoke and ashes was rising from the sea. Later red-hot blocks of lava a yard across were being hurled above the waves. Some of these blocks were as big as a Greyhound bus. The surface of the sea for miles around was agitated, and volcanic dust fell as much as 20 miles away.

500,000 Tons An Hour

When the undersea disturbance reached its peak it was pouring out a fantastic amount of matter. Geologists estimated that 500,000 tons of lava alone was being ejected every hour. When the hot lava hit the cold water deep beneath the sea gigantic steam-generated explosions ripped to the surface, churning up huge waves.

By the beginning of December, 1963, the island—or more accurately the rim of the volcano, had grown to over 400 feet in one spot.

Whether or not this new bit of land will remain is open to doubt. Scientists give it a 50-50 chance at survival. Undersea volcanic action is not uncommon and some have remained as permanent land-

marks — although most soon disappeared.

Etna started this way in the Mediterranean, and Vesuvius was originally also a volcano on the floor of the sea. Christmas Island in the Indian Ocean is the summit of a volcanic mountain which grew from the floor of the ocean 14,000 feet down. However, unless such islands are capped with a thick flow of hard volcanic lava they don't last very long. Wave action and natural erosion soon washes away loose volcanic dust and ash.

Graham's Reef in the Mediterranean between Sicily and the coast of Africa is the remains of a similar volcanic island which didn't last very long above the sea's surface. The eruption began in water 600 feet deep, and soon formed an island which rose 200 feet above the sea. However within three months the sea had worn down the loose ash and cinders to a shoal.

Like An Iceberg

Like an iceberg, the vast bulk of these volcanic islands at sea cannot be seen. The island is really just the top, or crater, of a mountain which rises from its broad base deep beneath the sea. Christmas Island, for instance, is merely the top of a mountain—a mountain which is actually over 14,000 feet high—although most of this is hidden under water.

Many of these undersea volcanic eruptions are related by geologists to the process of continental drift. The theory of continental drift holds that all the land masses of

the earth were once one big continent which was split apart long ago by internal stress and have been drifting apart ever since—'floating' on the plastic inner layers of the planet. This drift creates weak spots in the earth's crust, according to the theory, which at times allows the molten rock of the inner earth to escape in the form of these undersea volcanoes.

As evidence of the continental drift theory, scientists point to the fact that many of the earth's continents—such as North and South America and Europe and Africa—would fit together nicely if moved together once more like pieces

in a mammoth jigsaw puzzle. The original line where they were joined would now lie midway down the Atlantic Ocean directly beneath where the new island was formed.

Something Going On

When such volcanic action takes place in a portion of the ocean where the water is extremely deep, an actual island is seldom formed. The fact that something is going on is usually noticeable only because the surface of the sea is greatly agitated, huge volumes of steam escape and shoals of dead fish often float to the surface along with floating bits of volcanic dust, ashes and pumice. Pumice is rock, which has cooled quickly from a molten state forming billions of gas bubbles within it. Because it is so shot through with these gas cavities a huge block of pumice is extremely light and a man can easily lift a piece of pumice several times his own size. It is so light it will float on the surface of the sea.

Usually these eruptions and disruptions of the sea are a headache to seafarers who have the misfortune to be in the area at the time. A British ice patrol ship had much of her machinery put out of action some years ago by an underwater eruption when small pieces of pumice stone and volcanic ash were sucked in by her water intakes, clogging the vessel's evaporators, turbo-generators and other machinery.

Another vessel actually benefited from a similar occurrence, however. A South African polar supply ship was trapped by pack ice for 10 days off the coast of Antarctica and it looked as if she would be trapped for a long while. However a vast submarine eruption somewhere in the area just at that time churned up huge swells which broke up the ice pack and allowed the vessel to escape.

Iwo Jima Is One

The Atlantic and old world Mediterranean are not the only areas of such activity. The Pacific is also highly active. Perhaps the Pacific volcanic island whose name is most familiar to many Americans is Iwo Jima, which reaches 2,348 feet above the sea. Fujiyama would be such an island if it rose from the sea floor instead of inland Japan.

In 1960 a new volcanic island which didn't last very long was reported by an airline pilot off New Guinea and many submerged volcanoes have been found and recorded by research vessels. An island, dubbed Urania, was discovered in February 1946, 250 miles south of Tokyo. It built up quickly to two cones rising 50 feet above the sea and was at first expected to become a second Iwo Jima. But by the next February Urania was gone — washed completely away by wave action — leaving only a submerged shoal creating white breakers to mark the spot of the birth, short life and death of a volcanic island.





SEAFARERS ROTARY SHIPPING BOARD



(Figures On This Page Cover Deep Sea Shipping Only in the SIU Atlantic Gulf Lakes and Inland Waters District.)

April 10-April 23

The shipping situation picked up somewhat during the last reporting period, returning to more normal levels after the steep decline which took place as the huge backlog brought about by the Longshoremen's strike was cleared from the docks. A total of 1,205 Seafarers answered job calls, compared to 1,190 in the previous two weeks.

New Orleans experienced a big comeback in shipping, while Houston, Norfolk, New York and Boston all registered increases to varying degrees. Seafarers found the job calls off the previous pace in Philadelphia, Baltimore, Jacksonville, Tampa and Mobile.

On the West Coast, shipping was up, with Seattle showing the biggest gain and Wilmington and San Francisco up slightly.

Although the pace of shipping picked up somewhat, registration dropped slightly to 1,106 from the 1,194 figure

reached during the previous period. At the same time, the number of Seafarers registered on the beach dropped to 3,666 from 3,874 in the prior two weeks.

The departmental job breakdown changed slightly from the general pattern it has held in recent weeks. Deck department job calls continued to be strong and showed an increase. Calls for engine department personnel were down slightly however, while steward department calls retained their previous level.

The seniority picture showed no serious changes from the last period's job situation. Seafarers holding Class A books accounted for 54 percent of the total number of job calls, compared to 57 percent in the prior two weeks. Class B shipping rose slightly to 35 percent from last week's 32 percent while Class C men made up 11 percent of the total—the same as in the previous period.

Shipping activity was down slightly over the previous period with 47 payoffs, 43 sign-ons and 122 intransit visits.

Ship Activity

	Pay Offs	Sign Ons	In Trans.	TOTAL
Boston	1	0	5	6
New York	18	7	17	42
Philadelphia	2	3	5	10
Baltimore	6	8	13	27
Norfolk	1	2	8	13
Jacksonville	0	0	8	8
Tampa	1	1	7	9
Mobile	3	2	5	10
New Orleans	6	10	13	29
Houston	4	6	18	28
Wilmington	0	0	9	9
San Francisco	1	3	9	13
Seattle	4	1	5	10
TOTALS	47	43	122	212

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	0	4	0	4	0	0	1	1	1	1	0	2	0	0	0	0	0	0	0	0	2	0	0	2	5	16	1	22	1	6	5	12			
New York	21	32	9	62	4	9	18	31	15	34	7	56	1	5	11	17	0	1	3	4	56	17	4	77	100	144	32	276	10	38	64	112			
Philadelphia	5	6	2	13	0	4	3	7	1	8	4	13	0	0	3	3	1	0	0	1	13	3	1	17	19	20	7	46	0	9	12	21			
Baltimore	7	21	2	30	4	10	10	24	6	10	2	18	2	3	6	11	1	1	0	2	18	11	2	31	33	53	7	93	4	17	23	44			
Norfolk	3	2	0	5	0	0	1	1	5	5	0	10	1	1	3	5	0	2	3	5	10	5	5	20	12	11	2	25	0	3	10	13			
Jacksonville	2	3	0	5	1	0	3	4	0	0	0	0	1	1	0	2	0	0	1	1	0	2	1	3	2	8	2	12	2	3	9	14			
Tampa	0	1	1	2	0	0	1	1	0	1	0	1	0	0	0	0	0	0	5	5	1	0	5	6	4	3	1	8	1	0	1	2			
Mobile	5	7	4	16	2	4	5	11	2	9	2	13	0	1	6	7	0	0	0	0	13	7	0	20	41	32	6	79	4	8	22	34			
New Orleans	22	18	3	43	2	8	22	32	24	24	7	55	0	20	25	45	0	0	3	3	55	45	3	103	79	66	5	150	3	45	83	131			
Houston	10	21	9	40	0	18	10	28	19	46	10	75	2	10	21	33	0	0	1	1	75	33	1	109	64	79	20	163	3	42	30	75			
Wilmington	3	4	2	9	0	3	2	5	3	3	2	8	0	2	3	5	0	0	1	1	8	5	1	14	15	11	1	27	1	8	4	13			
San Francisco	4	11	4	19	3	7	3	13	5	4	2	11	2	6	2	10	2	0	4	6	11	10	6	27	18	25	8	51	2	11	8	19			
Seattle	2	14	3	19	0	7	3	10	5	6	3	14	0	8	2	10	2	10	8	20	14	10	20	44	19	23	4	46	0	12	9	21			
TOTALS	84	144	39	267	16	70	82	168	86	151	39	276	9	57	82	148	6	14	29	49	276	148	49	473	411	491	96	908	31	202	278	511			

ENGINE DEPARTMENT

Port	Registered CLASS A				CLASS B Registered				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	0	3	0	3	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	1	1	0	2	1	6	2	9	0	2	1	3			
New York	11	30	4	45	2	18	7	27	8	26	3	37	8	18	13	39	1	3	0	4	37	39	4	80	51	115	10	176	11	61	56	128			
Philadelphia	1	8	4	13	0	2	4	6	2	9	1	12	0	3	2	5	0	2	0	2	12	5	2	19	4	30	5	39	0	7	14	21			
Baltimore	3	19	2	24	1	6	6	13	2	5	2	9	0	4	4	8	0	1	2	3	9	8	3	20	8	41	4	53	0	19	24	43			
Norfolk	0	1	0	1	0	1	1	2	1	2	0	3	0	1	2	3	0	2	0	2	3	3	2	8	4	18	2	22	0	12	3	15			
Jacksonville	0	0	0	0	0	3	0	3	0	1	0	1	0	1	0	1	0	0	1	1	1	1	1	3	1	3	0	4	1	9	5	15			
Tampa	1	0	0	1	0	0	0	0	1	0	0	1	0	0	1	1	0	0	1	1	1	1	1	3	2	3	0	5	0	1	0	1			
Mobile	5	9	0	14	1	3	5	9	1	7	0	8	1	2	2	5	0	0	0	0	8	5	0	13	15	21	3	39	1	14	19	34			
New Orleans	10	30	3	43	5	23	18	46	10	32	2	44	1	21	17	39	0	3	1	4	44	39	4	87	35	73	10	118	12	64	64	140			
Houston	3	14	3	20	1	21	10	32	7	26	5	38	3	20	15	38	0	4	0	4	38	38	4	80	32	62	5	105	10	58	52	120			
Wilmington	3	2	2	7	2	2	0	4	1	1	2	4	2	0	2	4	1	2	1	4	4	4	4	12	7	15	3	25	1	6	4	11			
San Francisco	2	4	2	8	2	3	2	7	4	7	0	11	2	6	2	10	0	1	5	6	11	10	6	27	3	19	5	27	0	3	4	7			
Seattle	4	12	1	17	1	7	5	13	5	10	2	17	4	8	1	13	2	4	5	11	17	13	11	41	7	18	2	27	1	6	3	10			
TOTALS	43	132	21	196	15	89	58	162	42	127	17	186	21	84	62	167	4	22	16	42	186	167	42	395	170	428	51	649	37	262	249	548			

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B								
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP								
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Bos	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	0	2	2	2	4	2	5	13	0	0	1	1				
NY	4	11	9	17	41	2	2	14	18	7	9	7	17	40	1	0	8	9	0	0	5	5	40	9	5	54	34	62	41	70	207	6	11	89	56		
Phil	0	9	1	4	1	0	1	2	1	4	0	1	6	0	0	1	1	0	0	2	2	6	1	2	9	4	13	5	9	31	2	0	8	10			
Bal	1	2	0	12	15	4	0	10	14	1	5	2	8	16	0	1	9	10	0	0	5	5	16	10	5	31	12	24	5	27	68	1	2	22	25		
Nor	1	2	1	2	6	0	0	0	0	1	4	2	8	0	0	5	5	0	1	3	4	8	5	4	17	3	3	4	3	13	1	0	12	13			
Jac	0	0	0	0	0	1	0	1	2	0	0	0	0	0	1	0	0	1	0	0	2	2	0	3	1	2	2	0	5	2	1	3	6				
Tam	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	6	0	1	1	2				
Mob	5	10	1	9	25	0	1	7	8	1	2	0	3	6	0	0	6	6	0	0	0	0	0	6	6	6	0	12	15	19	12	22	68	4	3	17	24
NO	6	10	4	16	36	2	3	28	33	5	14	6	21	46	0	1	29	30	0	0	1	1	46	30	1	77	24	39	17	61	141	9	7	97	113		
Hou	1	10	3	10	24	2	0	14	16	7	11	13	16	47	0	0	16	16	0	0	3	3	47	16	3	66	10	39	17	26	92	7	9	37	53		
Wil	0	0	3	1	4	0	0	3	3	1	2	0	0	3	0	0	2	2	0	0	2	2	3	2	2	7	3	2	5	6	16	1	6	4	11		
SF	5	11	2	6	24	0	2	2	4	2	1	2	4	9	0	0	5	5	2	0	2	4	9	5	4	18	12	8	3	8	31	0	1	4	5		
Sea	3	3	2	3	11	3	6	2	11	3	4	3	3																								

Latest RMR Pensioner



SIU Railway Marine Region tugman John J. Miller (left) picked up his first regular \$150 monthly pension check at the New York hall recently from RMR regional director G. P. McGinty. Miller, who makes his home in Brooklyn, N.Y. with his wife Eleanor, worked as a deckhand aboard N.Y. Central RR Tug. No. 18. He is looking forward now to taking it easy and enjoying a nice, quiet retirement.



By Cal Tanner, Executive Vice-President

Foreign Shippers Withhold Data

For nearly two years, the Federal Maritime Commission, under Admiral John Harlee, has been making what best would be described as a half-hearted effort to get sixteen major steamship conferences to produce information on how they set rates on freight entering and leaving the United States. The FMC was coaxed into trying to secure the information by American exporters and ship operators who charged, with good reason, that the conferences were discriminating against U.S. exports. In other words, the conferences—made up predominantly of Western European and Japanese ship owners, along with a few U.S. companies—were accused of charging more for the same goods leaving the States than they were charging for that which was coming in.

This situation, obviously, favored European manufacturers and, most important to us, European shippers. The issues, naturally, were complex and too involved for anyone but an economist to fully understand. The facts outlined above, however, were the basis of the problem. Since such an unfair-looking situation could not be publicly tolerated by the FMC, which is charged with the protection and fostering of the U.S.-flag fleet, the agency began to complain to the conferences. Litigation was threatened and the conflict dragged on. The steamship conferences were determined to keep their books closed, and the U.S. was not willing to "antagonize" its allies in order to force their compliance. After innumerable meetings, here, in Paris and at the UN, a compromise formula was reached. It was the U.S., however, who did all the compromising.

Under the "compromise," eight of the sixteen conferences finally agreed to make some rate-making information available to the FMC. The "information" they chose to release, though, was not the kind that was going to implicate them in any wrong-doing. Further, they were not to give the information directly to the U.S., but were to dispense it piecemeal through a whole series of intermediary agencies. They would turn it over to their respective governments who would then make it available to a special committee of the Organization for Economic Cooperation and Development. The OECD would then pass it on to the United States. But that was not all: the information made available only covers the year 1963. Presumably, if the FMC wants to check into rate-setting procedures for other years it will have to go through the same long, involved process.

What, then, has U.S. shipping gained by this so-called compromise? In effect, nothing. The conferences have forged the issue

by dragging it out and smothering it in technicalities and paper work. Most important, the compromise does not seem likely to change the freight rate situation one iota.

The only fact the long controversy has made clear is that the U.S. government is still less than ready to accept its responsibility, laid down in the merchant marine act of 1936, to maintain and encourage a healthy and viable American-flag maritime fleet. While many individuals, and even a few agencies in Government are willing to meet this obligation, others, it appears, are not. It is not that they oppose our merchant fleet—though a few do for narrow, selfish reasons—but that they do not realize its importance, as opposed to the importance of their own particular interests. Also, certain foreign interests seem to count more in Washington than does the U.S. merchant marine.

It seems clear that the State Department threw its weight into the rate-information controversy to make sure that no foreign toes got stepped on inadvertently. This is what we mean when we say that other, non-U.S. interests seem to count more to some in the Administration.

Eight Seafarer Veterans Join SIU Pension Ranks

The Seafarers Welfare Plan Board of Trustees has approved eight more SIU veterans for pension benefits. The eight, all members of the SIU Atlantic and Gulf and Great Lakes Districts, join the growing list of Seafarers enjoying the benefits of lifetime, monthly pension checks of \$150.

The new pensioners are Glenn H. Cumming, 65; Lawrence M. Schroeder, 41; Phillip C. Mendoza, 66; James T. May, 68; James H. Fort, 66; John D. Cum-

mins, 65; Thomas M. Wabolis, 66; and William D. Rinehart, 66.

Cumming is an SIU oldtimer and sails as a wheelman. He began shipping out in 1926, as a deck hand aboard the steamer Norway,

Detroit, Michigan. He last sailed as a wheelman aboard the T. J. McCarthy.

Fort joined the SIU in the Port of New York and has been sailing ever since as a messman and member of the steward's department. A native of Pennsylvania, he still makes his home there. He last signed off the Ames Victory.

Cummins signed on with the SIU in the Port of Boston from where he shipped out as a member of the engine department. A na-

SIU Of Canada Raps Lax Ship Safety Laws

MONTREAL—The SIU of Canada has charged in a letter to Prime Minister Lester B. Pearson that peacetime merchant sailing in Canada is more dangerous to life and limb than was World War II soldiering.

The letter was sent to Canada's chief executive in support of a public inquiry into safety conditions on merchant ships in Canadian waters. Pressure for an inquiry increased sharply here after a recent collision in the St. Lawrence River in which three sailors were killed and eleven injured.

The Canadian SIU said that its studies had shown that the collision was not an isolated incident, and that sailing was the most hazardous occupation in the country. "In World War II," the union said, "Canadian casualties were 8.57 percent of the fighting force. SIU crewmembers suffered in 1961, for instance, casualties amounting to 9.34 percent."

"Fatalities over a ten year period," the SIU letter continued, "show that shipping fatalities average five times higher than industry in general."

The union reported that it has not yet received a reply from Pearson.

'Right-To-Work' Groups Deceive Contributors

Two so-called right-to-work organizations, the "National Right to Work Committee" and "Oklahomans for the Right to Work" have deceived employers into believing that contributions to their organizations may be tax deductible, according to Thomas E. Harris, the Associate General Counsel of the AFL-CIO.

Harris said that the National Right to Work Committee has been deceptively telling employers that "the National Right-to-Work Committee is a tax exempt organization under section 501 (c) (4) of the Internal Revenue Code. While this does not in itself, make your contribution to the Committee tax deductible, it may be claimed as a necessary business expense if it has a business related purpose."

After consultation with the Internal Revenue Service, Harris said that he had been advised that contributions to these organizations are not deductible under any circumstances; and that neither the National Right-to-Work Committee nor Oklahomans for the Right-to-Work have qualified as an organization, contributions to which may be deductible.



Cumming



Schroeder

a member vessel of the old Great Lakes fleet. He has been with his last employer, Wyandotte Transportation Company, for many years. Born in Madison, Wisconsin, Cumming now makes his home in Dearborn, Michigan. He and his wife, Dena, plan to travel out to the west coast and visit his nieces. The Cummings have one son and two grandchildren.



Mendoza



May

Schroeder joined the SIU in the port of New York. He sailed for years as a member of the deck department, last shipping out on board the Keva Ideal. A native of Pennsylvania, he now makes his permanent home in Maryland.

Mendoza signed on with the SIU in the Port of Baltimore and has dished up many a bowl of chow as a member of the steward department. A native of the Philippine Islands, he is at present a resident of Baltimore and last sailed aboard the A. J. Mercury.

May, an SIU oldtimer, joins his brother on the Seafarers pension list. A native of the Scottish Highlands, he now makes his home in



Fort



Cummins

of Oklahoma, he now lives in San Bernardino, California, with his sister, Rosa. He last sailed aboard the Long Lines.

Wabolis joined the SIU in the port of New York, sailing for years as a member of the steward department. A native of Lithuania, he now makes his home in the Bronx with his wife, Frieda. Wabolis last shipped aboard the Detroit.

Rinehart signed up with the SIU in the port of New York. He sailed many years in the engine



Wabolis



Rinehart

department, his last voyage as deck engineer aboard the John B. Waterman. He was born in Pennsylvania, where he now makes his home.

The Flyaway Lifeboat—Latest In Sea Survival

Floating clusters of brightly colored orange balloons, hovering just above the ocean's surface, may soon denote the presence of a shipwrecked survivor waiting to be picked up.

It seems that two ex-servicemen have invented an all-purpose, super survival-kit that can do just about anything. It's amphibious. It's ambidexterous. It floats, it swims, it flies . . .

For example, if caught in a disaster, simply step into the basic device—a pair of coveralls that will keep you afloat temporarily. When the suit's compressed air store is released, it expands into a water-borne capsule. When you want to go aloft, just press the helium control mechanism, which inflates a series of balloons to lift the craft from the surface.

To insure that you don't escape the notice of searching rescue planes, in addition to the 27-foot spread of glaring orange balloons, a small float at the end of a line releases a quantity of colored dye on to the water.

The apparatus also includes control devices, so that you can steer your vehicle through sea and air and regulate your altitude when aloft.

In ordinary life, "Super-Raft" is a small, mild-mannered, collapsible package, easily stored aboard any vessel. But come an emergency—it's a bird, it's a plane, it's a humdinger of a lifesaver.

David S. Cooper, one of the kit's co-inventors, first conceived his wonder-gadget while a Navy pilot in Korea. He felt that new survival equipment was needed to protect against sharks, high seas and ice, equipment that would make the survivor more visible than "a tiny dot on the water."

Union Volunteers Aid Disaster Areas



When natural or other disasters strike at the U.S. or anywhere else in the world, the American trade union movement is quick to donate time and money to aid the victims and stem the tide of destruction. Above, members of Fire Fighters Local 338 and Red Cross workers dig into the rubble of an Elkhart, Indiana building levelled by tornadoes on Palm Sunday. Many trapped by tornadoes which struck several midwest towns were saved by such quick action. Union member volunteers are also hard at work shoring up levees and evacuating victims of flood-threatened cities in Illinois, Iowa, Wisconsin and Missouri, where the Mississippi River has gone on one of worst spring rampages in history. Worldwide, AFL-CIO disaster aid has gone recently to earthquake victims in Chile and to famine-threatened areas in Brazil.



By Frank Drozak, West Coast Representative

SIU Fishermen Fight Salmon Depletion

SIUNA fishermen in Alaska and the Pacific Northwest are fuming about the raw deal they are getting from the Japanese and even their own government officials on the Bristol Bay red salmon problem. While fishermen are limited in the amounts they can catch to insure the survival of the red salmon (the most expensive type of salmon), the Japanese have been virtually fishing the sea dry. They have taken millions of immature fish, endangering future catches. Meanwhile, the American fishermen are expecting to net a disastrously small catch despite the fact that a record number of fish are running.

Federal officials have been sitting on their hands so far. The State Department, fearful of antagonizing the Japanese, has so far refused to take any action in the matter. At a meeting in the SUP-SIU Hall in Seattle, however, lawmakers urged SIU Alaska fishermen to take action to "shock" the Administration and the Congress into doing something about the problem. Representative Brock Adams (D-Wash.) said he realized that the Japanese were our main ally in the Pacific, but that we should expect more from our friends than the seeming wanton destruction of the livelihood of thousands of Americans.

In other news of the Pacific Northwest area, the port of Coos Bay, Oregon, retained its status as the world's largest lumber shipping port. During 1964, 773 million board feet of lumber passed through Coos Bay—620.7 million board feet to domestic markets and the balance of 152.3 million board feet to foreign markets.

San Francisco

Shipping has been good in the Bay Area for nearly all ratings and entry ratings. The only soft spots were for bosuns and chief stewards. Pay-offs in the last period were the Coe Victory and Norberto

Capay. The latter, just out of a short layup, is in the process of signing on for a run to Saigon. Sign-ons included the Fairport, Coe Victory and Longview Victory. In transits were the Yorkmar, Robin King, Elizabethport, Steel Flyer, Steel Apprentice, Wilmar, Eagle Voyager and Ocean Anna.

During the coming period, the Ocean Dinny and Ocean Evelyn are expected to pay off here, and about 11 ships will be passing through the port.

Michael Rossi, an SIU oldtimer, just shipped as deck maintenance aboard the C. S. Longlines in Honolulu. Joining him on the cable layer was Darold A. Hubbard and Donald Bautell.

Members just pulling into San Francisco and waiting to ship out again include E. N. Cronin, who sails in the steward department; and J. L. Pagan, another steward just off the Norberto Capay.

There are currently eleven SIU members in the USPHS Hospital here. One, Wincenty Gontarski, keeps wishing he was back in his hometown of Baltimore.

Wilmington

Shipping was good during the last period, with a good number of jobs coming in from San Francisco and Seattle on the Manhattan, Rio Grande, Long Lines and Elizabethport. In transit ships during the last two weeks were the Elizabethport, Fairport, Wilmar, Steel Apprentice, Robin Kirk, Flomar, San Francisco, Robin Hood and Eagle Voyager. Six in transit ships are due in the next period.

Richard McCoonell paid off the bosun's job on the San Francisco after serving on her for five months. He says he will vacation for a while in the southern California sun before shipping out again.

Frank Feld paid off the black-gang on the Flomar after seven months. Frank, who lives in the San Diego area, will try to get in a little fishing before shipping again.

John Ratliff has been taking it easy on the beach for a few weeks, but is registered to ship again in the first cook or baker's job that shows up. His last ship was the Alcoa Master, where he put in three months.

Seattle

Shipping remains good in Seattle, where it's been booming since the end of the east coast longshore beef. Payoffs in the last period were the Ocean Spray, Express Virginia, Manhattan and Marine. In transit ships were the Summit, Anchorage and Seattle.

Senate Opens Debate On Voting Rights Bill

WASHINGTON—The Senate has opened debate on a bill designed to overcome once and for all voting restrictions used to deny the ballot to large numbers of southern Negroes.

A solid bipartisan majority was pledged to support the legislation which President Johnson urged last month in a personal appearance before a joint session of Congress, televised to the nation.

The heart of the bill is a provision for appointment of federal voting officials to register Negroes in areas where discriminatory tests have been used to keep them from registering.

Despite the overwhelming support for voting rights legislation, the Senate was divided several ways on details of the bill.

Generally Satisfied

A bipartisan liberal bloc, while generally satisfied with the bill reported by the Senate Judiciary Committee, would like to see some of its provisions strengthened. On the other hand, Senate Republican leader Everett McKinley Dirksen (Ill.), who played an instrumental role in shaping the original Administration bill, has voiced strong opposition to portions of the committee bill, particularly a section outlawing all state poll taxes.

Dirksen suggested that the bill might pass the Senate in two weeks if some "concessions" were made by "my liberal friends." Senator Philip A. Hart (D-Mich.), floor manager for the bill, said he was "not prepared to offer any concessions" which might weaken the bill.

Senate Majority Leader Mike Mansfield (Mont.) saw passage likely after less than a month of debate—as compared with more than three months the Senate took

to pass the 1964 Civil Rights Act.

The voting rights bill provides that federal "examiners" would be appointed to register voters in states and localities using literacy tests or other restrictive voting qualifications if . . .

- Less than 50 percent of the voting age population—excluding servicemen and aliens—actually voted in the 1964 presidential election.

- More than 20 percent of the potential voters are non-white.

Federal Guarantee

Federal intervention would be automatic unless the state proved to the satisfaction of a three-judge federal court in Washington, D.C., that it did not discriminate. Once covered, a state or locality could remove itself from coverage if 60 percent of its citizens became registered and it convinced a federal court that it was not discriminating, or by a five-year record of non-discrimination and court approval.

Where literacy tests are not employed, but other means are keeping Negroes from registering and voting, federal registrars would be appointed under these circumstances:

- If, on the basis of a census taken at the request of the Attorney General, it is determined that less than 25 percent of a racial group is registered.

- If a federal court, hearing a suit by the Attorney General charging denial of the right to vote, determines that federal registrars should be appointed.



By Al Kerr, Secretary-Treasurer

SIU Benefit Programs Outlined

This column reviews the various benefit programs for SIU members to help our brothers obtain those which they are eligible for without unnecessary delay. We realize that the wide range of benefits available under the SIU welfare program makes it hard for many of our members to keep track of specific plans. In response to many questions, we will again review the maternity, hospital and optical benefits which are provided for membership use.

MATERNITY BENEFIT. Those seamen who have 90 days of sea-time in the calendar year prior to the birth of a child and one day's seafaring in the six months prior to the birth of a child, are eligible under the Plan for a \$200 maternity benefit when their wives give birth, provided they present proper proof and claims within one year of the birth. In those cases where there are multiple births (twins, triplets, etc.), there is provision for an individual maternity benefit of \$200 for each child.

For births occurring on and after August 1, 1962, delivery by cesarean section shall be reimbursed in accordance with the hospital and surgical fee as specified in the Schedule of Dependents' Benefits. In addition an applicant must present proof of marriage and a photostatic copy of the baby's birth certificate. The birth certificate must contain the names of both parents.

An eligible seaman's wife is entitled to the maternity benefit if her husband dies during her pregnancy, and may also claim the maternity benefit if her husband is at sea at the time the child is born. A seaman is eligible for this benefit only if the child is born in the Continental United States or its territories — Puerto Rico and the Virgin Islands. The only exception to this is Canada, which is also covered under this benefit. Lastly, if an eligible seaman dies before his wife gives birth, the benefit shall be paid even though the child is born more than 90 days after the deceased employee's last employment.

OPTICAL BENEFIT. Eligibility for this benefit is the same as for the maternity benefit. The program provides for the following: One pair of eyeglasses every two years, except in cases requiring glasses more frequently due to pathological reasons, in which case the additional glasses may be authorized by the trustees. The un-

derstanding is that the frames will be those known as "Shell Full-Vue," with lenses of the required prescription. The cost of fancy frames, tri-focal lenses, sunglasses, and the like, shall be paid by the eligible. The optical benefit is available and extended to eligible dependents under the same rules as those governing the eligible seaman. Safety glasses for dependent children also may be provided, however.

HOSPITAL BENEFITS FOR ELIGIBLES. Eligibility for hospital benefits is the same as outlined above. The hospital benefit program is actually broken down into three items, consisting of a \$1.00-a-day hospital benefit, a \$3.00-a-day hospital benefit, and an \$8.00-a-day hospital benefit, which is known as the In-Hospital Benefit. Each of these is dealt with separately below.

\$1.00-a-Day Hospital Benefit— Eligibility for this benefit requires (Continued on page 12)

MESSAGES from the SEA

"CAST thy bread upon the waters for it shall return in many days," the Scriptures preach. If the bread is cast forth in a tightly corked bottle with a note in several languages giving detailed mailing instructions and offering a reward for its return, there is a very good chance that it will come back, although it may take many years.

Seafaring men—and others—have been casting bottled messages into the sea since the first bottles were produced. Queen Elizabeth I of Britain had an official "Uncorker of Ocean Bottles." Religious men have cast verses from the Bible into the sea to spur the religious interest of the finder. Shipwrecked or marooned seamen have cast bottled SOS messages into the sea—some of which were answered in the nick-of-time to save a life. Benjamin Franklin was a scientific bottle-caster; bottles cast by the Irish Sweepstakes organizers promised the finders filled bottles in return; and the English poet Shelly



thought of reforming the world with poem-filled bottles.

Rescue By Bottle

Several rescues are on record due to messages found in bottles. In 1895 the crew of the Canadian vessel Lennie mutinied in the Bay of Biscay. After murdering all the officers they decided to sail for Greece. One officer was spared, however, to serve as navigator. Telling the mutinous crew they were approaching Spain, he skirted close to the French coast and managed somehow to drop several SOS messages overboard in bottles. One was found a few hours later, the proper authorities were notified, and a French naval vessel soon had the mutineers in irons.

On another occasion, a vessel bound for Australia picked up a bottled message on the high seas recounting the predicament of six shipwrecked seamen marooned on a lonely and desolate Pacific island. Altering course, the ship sped to the island and rescued the six men

before starvation did them in.

A rescue similar to the Lennie mutiny is recorded on the Yangtze River in 1935—and again a bottled message was the bringer of aid. Pirates captured a Chinese vessel on the River, intending to hold the passengers and crew for ransom. One of the crewmembers, however, had the presence of mind to get a bottle overboard with a plea for help before he was captured. Fortunately for all concerned—except the pirates—a gunboat downriver picked up the bottle and sped to the scene. Law and order was swiftly restored, with loud rejoicing worthy of a Gilbert & Sullivan operetta.

Through Storm And Time

Bottled messages are noted for their longevity—if not for their swift delivery. Providing they remain tightly corked and are not smashed to smithereens against a rocky coast, they seem to be timeless.

A message cast into the sea in 1750 in mid-Atlantic telling of a tragic fire at sea which consumed a British vessel, was recovered several years ago in Jamaica, West Indies—well over 200 years later! A similar example is that of a Japanese seaman who set out with his shipmates on a treasure hunt in 1784. They were shipwrecked and died of starvation on a remote coral reef in the Pacific. But before dying he carved a complete account of their troubles on thin strips of wood which was sealed in a bottle and cast adrift. The message was found in 1936—152 years later! But the story does not end there. The message was found by a fisherman on an isolated Japanese beach—in the same remote village where the seaman who sent the message had been born!

Actually, the chances of a bottled message being found and returned to the sender are improving all the time—as nations grow and more and more beaches lose their "remote" status. For instance, SIU member James Balme casts messages adrift as a hobby. He estimates that he has "sent" about fifty messages in this manner and has already received nine replies.

Although it can take them a long time to do it, bottles often travel a long way with

their messages. Ten thousand miles is perhaps the record—held by a bottle released during a Scottish Antarctic expedition in 1903. Cast adrift near Tierra del Fuego at the tip of South America, the message was retrieved in 1952 in New Zealand.

No matter how long or how far it travels, the best way to assure that a bottle message will be answered, if it is found, is to offer some sort of reward for its return. Usually a small sum of money is sufficient. But other rewards have been used.

They Promised Booze

In 1936, to publicize the Irish Sweepstakes, the organizing committee chartered a ship to drop thousands of bottles off the coasts of England and Wales. Raised letters on the fish-shaped bottles said "Irish Sweep. Good Luck." Inside was a circular promoting the Sweepstakes and a truly interesting reward. The finder was "entitled to a bottle of whatever drink he or she chooses at the local hostelry, and an invitation to drink to good luck in the Irish Sweepstakes."

Over seventy claims for the promised booze came in almost immediately from English and Welsh beachcombers—many of whom figured they'd never had it so good. For weeks afterward beaches were reported "black with people" searching for the lucky bottles. In 1938, one of these bottles released in 1936 turned up at Rockaway Beach, New York, where a stroller plucked it from the sand. His "local hostelry" happened to be Jack Demsey's restaurant in New York, where he turned in the bottle and got his booze. The latest recorded recovery of one of



these bottles was in 1954, in England.

Anyone who wants something for nothing should still keep his eyes on the sea, because in 1958 a large Sydney, Australia department store released a large number of bottles containing vouchers for mer-

chandise. When last seen they were headed slowly out to sea—so keep your eyes open!

Official 'Uncorker'

Several men have earned their livings in England by filling the royal post of "Uncorker of Ocean Bottles." This post was first established by Queen Elizabeth I in the year 1560, after a fisherman opened a bottle he found on a Dover beach addressed to the Queen. The bottle contained a message from one of Her Majesty's spies telling her that the Dutch had captured the island of Novaya Zemlya from the Russians. The post of "Uncorker of Ocean Bottles" was kept filled for almost two centuries, until it was finally abolished by King George III.

A shark proved to be the "mailman" for one bottled message. An Italian fisherman in the Gulf of Genoa caught the shark, and inside was a bottle the fish had swallowed. Inside that was a message from a French seaman, stating that he was drifting helplessly in a small boat and asking that his family be notified of his fate.

Wartime action at sea often leads hopeless men to cast messages of despair or pleas for help into the sea. Some boys in Maine not too long ago found some wreckage identified as belonging to the USS Beatty, a destroyer torpedoed in 1943. In the wreckage was a bottle containing a message for help.

Ben Franklin—Bottle Caster

Most bottles cast adrift today are for scientific purposes. After WW II, many bottles were dispatched to check up on where undetonated floating mines might have drifted so that "safe" zones could be established for shipping.

The first scientific bottle-caster in America was probably Benjamin Franklin, who surmised that the reason ships took longer to reach America from England than they did to reach England from America lay in the current of the Gulf Stream. He checked his theory by dispatching sealed bottles in the Atlantic.

Bottles, plastic disks, wooden and metal cases are all used in these scientific surveys of ocean currents. Commercial fishermen naturally benefit from these studies as

does the merchant marine. Studies of ocean currents are helping to prevent pollution of the world's beaches. An Ohio high school science class even got off its own experiment recently by talking the captain of a merchant ship into releasing some bottles they had prepared, when his ship reached mid-ocean. Considering the normal speed of ocean bottles, however, the class will have been long graduated before the first replies roll in.

Uplifting the world by means of sea-borne poetry was the idea of the English poet Percy B. Shelly. Being a poet, Shelly outlined his idea in a poem called, appropriately, "On Launching some Bottles filled with knowledge into the Bristol Channel." The poem began—

*Vessel of heavenly medicine!
May the breeze
Auspicious waft your dark
green forms to shore . . .*

Whether or not Shelly ever actually got off any poem in this manner is not known.

Spiritual Messages

Others bent on reforming



the world launch religious messages in bottles. Near the outbreak of WW II, a reformed alcoholic in the state of Washington began sending out religious texts by bottle. He chose empty beer, wine and whisky bottles to carry his spiritual messages. In all, he claims some 1,400 replies to the roughly 15,000 bottles he cast adrift. Most of the replies promised repentance by the finders.

The Irish Christian Endeavor Union prefers sauce bottles as the carriers of biblical texts because, they feel, these bottles are tougher and more likely to survive at sea. At the height of its activity the group cast some 1,000 bottle messages a month and received about 250 replies monthly. The bottles they cast afloat near Belfast, Ireland have reached as far as Mexico and Newfoundland. One of the most popular scriptural texts they sent out was, naturally, "Cast thy bread upon the waters for it shall return in many days."

SIU-UIW Wins Two New Pacts In Philly

PHILADELPHIA—The SIU United Industrial Workers Union has nailed down two new contracts here and negotiations are continuing at three more plants. The new gains are part of a long range organizing drive by the SIU-UIW in this area.

The first time SIU-UIW pacts already signed cover Emdur Metal Products and the Nutex Corporation of America, both of which came under the Union banner after the SIU-UIW won National Labor Relations Board elections at the shops.

Emdur employs about 40 people who manufacture picture frames, clocks and other decorative household accessories.

Three-Year Pact

The new contract there provides for a sizeable hourly pay increase spread over a three-year period, 20 cents of which went into effect immediately. Additional holidays, health and welfare protection and other benefits rounded out the gains obtained for workers at this concern.

Nutex employs about a dozen workers who manufacture advertising specialties and novelty products. Their first contract provided for a 25-cent package increase, an additional holiday, improved vacation schedule and a health and welfare program.

Meanwhile, negotiations have gotten underway for workers in

the Powerhouse division of Rohm & Haas, a chemical company, where the UIW recently won an NLRB election. A rank-and-file negotiating committee was elected to assist in the bargaining talks.

Varied Plants

Rohm & Haas is a major chemical producer, with plants in different parts of the country. It employs some 25 workers at its location here.

Contract discussions are also proceeding at the J. A. Donnelly Company and the Colonial Beef Company, two companies where the SIU-UIW won recognition as bargaining representative on the basis of card checks. Plant committees are active in the talks at both locations.

Previous Contract

The Donnelly operation is a division of Fox Iron Works, where the SIU-UIW has had a contract for a number of years. It is a steel fabricating concern.

The SIU-UIW has also just petitioned the NLRB for an election at Spiegel's, a nationwide mail order chain. Philadelphia is the Eastern regional office for Spiegel's, which has its main plant in Chicago.

Standard Oil Beef Won By SIU Oil Union

BAKERSFIELD, Calif. — The SIUNA-affiliated International Union of Petroleum Workers has won its beef with Standard Oil of California. Settlement has been reached on a new contract covering some 4,000 workers in California, Utah and Alaska, and the union has ended its successful boycott against Standard Oil of California products.

Boycott Success

The successful boycott was initiated last November. It won the support of the labor movement across the nation. The boycott was in large part responsible for the gains made by the Standard Oil workers. Those gains include:

A 12½ cent hourly wage increase for journeymen mechanics, a new vacation schedule allowing an extra week of vacation for workers with at least five years seniority, and a 3½ percent across the board wage boost.

With the one-year agreement signed, IUPW will turn its attention to a drive for general wage adjustments in the oil industry. The drive is expected to get underway by summer.



By Robert A. Matthews,

Vice-President, Contracts, & Bill Hall, Headquarters Rep.

A couple of letters on the subject of money draws in foreign ports have reached the Contract Department recently. One of those requesting a clarification on the subject was from the Ship's Delegate on board the Robin Trent. His question was:

Question: "According to the Freightship Agreement, Article II, Section 2, Money Draws In Foreign Ports, money shall be given to the crew every five (5) days except Saturdays and Sundays. Shall five (5) days waiting time include Saturdays and Sundays as part of the five (5) day waiting period?"

Answer: Yes, Saturdays and Sundays are to be included when counting five (5) days between each crew advance. As stated in the Agreement, the Master will not be required to put out a draw on Saturday or Sunday. Therefore, if the five (5) day period ends on a Saturday, you will not be entitled to a draw until Monday.

Reference: Standard Freightship Agreement, Article II, Section 28: "Money Draws In Foreign Ports. Monies tendered for draws in foreign ports shall be in United States currency failing which, traveler's checks shall be issued at the Company's expense.

When American money is aboard, crew advances shall be put out the day before arrival in port. Upon request the Unlicensed Personnel shall be granted advances at least once every five days, except on Saturdays, Sundays and Holidays, while the vessel is in port. Such advances shall be made available to the crew not later than 4 p.m."

The following request for a clarification was received from the Ship's Delegate on board the Niagara:

Question: Called Back To Shift Ship On A Weekend. A call back to shift ship was posted on the board for 3 p.m. on Sunday. Some of the Seafarers were working o.t. that day cleaning holds prior to loading grain. Nov as the ship had not actually shifted until after 5 p.m., the men continued their work until 5 p.m. These men put in for overtime covering their work in the holds plus the four (4) hour call back time from 3 p.m. which created an overlap of two (2) hours in overtime.

The Mate contends this is pyramiding overtime and disputed overtime for the men who were working at the time. He says that only the men who were off duty at the time and who were actually called back, are entitled to the four (4) hours time, that is allowable.

Problem: Are the men who were working prior to the posted call back entitled to the four (4) hours in addition to the time they they worked in the holds from 3 p.m. to 5 p.m.

Answer: No. The men who were working overtime are not entitled to the four (4) hour minimum for shifting ship as they were already working and were not actually called back.

Reference: Standard Freightship Agreement, Article III, Call Back To Shift Or Haul Vessel.—Section 17, paragraph (a), last paragraph: "On Saturdays, Sundays and Holidays, the men shall receive a minimum of four (4) hours call back. They may be turned to one or more times without the payment of overtime and additional overtime except where the time exceeds four (4) hours in which case they would be paid for time actually worked.

The contract department is holding checks for the following Seafarers, and they can be received by notifying this department in writing.

- R. V. Robert Conrad—Disputed Overtime, Readus R. Wheelington (IBU).
- S. T. Manhattan—Disputed Overtime—Wage Differential for Tank Cleaning, L. Harvey.
- S. S. Hercules Victory—Disputed Overtime, Murray Carrol, Edward Jensen, William A. Laughlin,

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

- Erness J. Lichtensen, William Logan, Robert Smith, George Stanley.
- S. S. Valiant Hope—Transportation Checks, Thomas E. Bewley, Edward E. Edinger, Thomas E. Hanson, Donald Kershaw.
- S. S. St. Lawrence—Subsistence due ex-crewmembers, Nicholas Sakellarides.
- S. S. Ames Victory—Transportation Checks, Ralph L. Jones.
- S. S. Seatrain New Jersey—Disputed Overtime, George Doest.
- S. S. Niagara—Disputed Overtime, Richard Heckman, Francis M. Greenwell.
- Lodging Dispute, John Bennett, Norlin Berry, Joseph Cayou, Harry Dean, Clarence L. Jones, William Knapp, Steve Oporenovich, Jr., Warren Weiss.
- S. S. Natalie—Checks covering one day's wages, James R. Boone, Spiros D. Cassimis, Howard W. Gibbs, Alfred D. Kirkconnel, Jose Ortiguerra, Frank G. Valerie, Aldoph Vante.
- S. S. Transoceans — Disputed Overtime, Seymour Sikes.
- S. S. Penn Carrier—Disputed Overtime, Earl Beamer, Walter Smith.
- Alcoa Steamship Company has notified this department that checks are being held for the following Seafarers, which can be received by notifying to the company at 17 Battery Place, New York 4, New York, Attn: Paymaster.
- Earl J. Brennan, Hans K. Berg, Elmer E. Campo, Mario Carrasco, Alfred S. Deagro, Jr., Earl J. Deangelo, Luther H. Dodson, Stefan Goscinski, Murray J. Garland, Numa J. Gremillion, E. B. Hardcastle, Bernard C. Jordan, Robert K. James, H. G. Martiniere, John Medevsky, James D. Ott, Rafael M. Pereira, William H. Padgett, Arthur M. Redmond, Billie L. Ray, Alderman L. Scott, Thomas H. Stevens, John L. Smith, Harold W. Sweet, Cornelius Smith, Melvin E. Thomas, J. F. Wunderlich.

The INQUIRING SEAFARER

QUESTION: If you had a year off and all the money you need, how would you spend it?

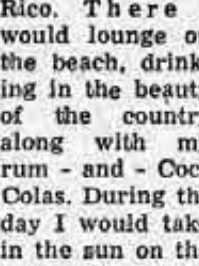
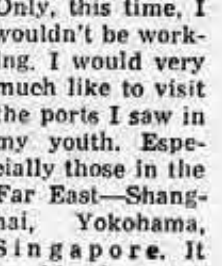
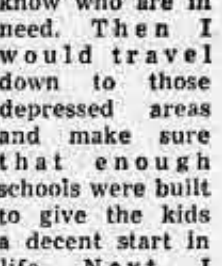
Edward Odum: I would first help my family and all those I know who are in need. Then I would travel down to those depressed areas and make sure that enough schools were built to give the kids a decent start in life. Next, I would construct houses, as many as were needed to guarantee everyone an adequate standard of living—something that all men need and have a right to.

John Rymanz: First of all, I don't want to travel. I get enough traveling in while I'm working. What I would like to do is take the year off and spend it with my kids. I have five, and what with shipping out and all, I just don't spend the time I'd like to with my family. In the summer, I'd take them all swimming. In the winter we'd go sleigh-riding and ice-skating. And for once, I wouldn't have to worry about the bills.

Israel Ramos: I would take a pleasure cruise around the world. Only, this time, I wouldn't be working. I would very much like to visit the ports I saw in my youth. Especially those in the Far East—Shanghai, Yokohama, Singapore. It would be one long year's holiday, sort of a busman's holiday, if you know what I mean. Just like stepping on board a big seafaring bus and leaving the driving to the crew.

Dewey Gillikin: I would hop a ship and head straight for Puerto Rico. There I would lounge on the beach, drinking in the beauty of the country along with my rum - and - Coca Colas. During the day I would take in the sun on the beach. At night, I would take in the local hot spots. By becoming friendly with the Latin American beauties, I would finally learn to speak fluent Spanish. Can you think of a better way?

Tony Sparrow: Are you kidding? I don't care how much money you have, by the time Uncle Sam, is through with you you won't have a dime to your name. If you don't work yourself to death, they tax you to death. After taxes, if I happen to have a few cents left, maybe I'll buy myself a cigar or a pack of chewing gum. If the government slips up and I'm left with a sizable chunk of cash, I'll stash it in the bank.



SPAD

**Seafarers
Political Activity
Report**



Repeal of a 44-word clause in the Taft-Hartley Act is one of the prime legislative goals set by organized labor. This clause, Section 14-B, reads: "Nothing in this Act shall be construed as authorizing the execution or application of agreements requiring membership in a labor organization as a condition of employment in any State or Territory in which such execution or application is prohibited by State or Territorial law." This clause permits States to enact so-called "Right-to-Work laws" which forbid union shop agreements under which workers are required to join a union as a condition of keeping their job. President Johnson condemned 14-B in his State of the Union address and the AFL-CIO has pledged itself to repeal of this anti-labor clause.

The ties between key officers and staff members of the anti-labor National Right to Work Committee and many right-wing extremist organizations are well-known but often difficult to pin down. Some specific examples of these dual allegiances follow. After each name is the individual's standing in the Right to Work Committee, followed by his tie with the right-wing extremists.

- E. S. Dillard, founder; an endorser of the John Birch Society.
- William Taylor Harrison, 1960 incorporator: President, Council for Individual Freedom, an Indiana extremist organization.
- Glen A. Green, former director of information; former chief assistant to George S. Benson, president of Harding College, the "West Point" of the right wing.
- Theodore J. Hamilton, membership and contributions; former public relations director for National Labor-Management Foundation.
- Rev. Howard E. Mather, executive committee; director of Christian Freedom Foundation.
- Dr. Frederick C. Fowler, advisory committee member; Christian Crusade speaker, director of Christian Freedom Foundation.
- Howard F. Brown, director; former director, National Labor-Management Foundation.
- Father John E. Coogan, S.J., director; frequent contributor to Human Events.
- Charles E. Daniel, director; member American Good Government Society's committee on electoral college reform.
- Eugene B. Germany, director; fundraiser for Americans for Constitutional Action, endorser Manion Forum and endorser Committee for Equal Anti-Trust Protection.

LABOR ROUND-UP

The American Institute for Free Labor Development has agreed to establish a resident training center in Georgetown, British Guiana, at the request of the British Guiana Trade Union Council. The institute will open in May with the first resident course expected for June and July. It will be preceded by a series of week-end and three-day seminars in all parts of the country, offering instruction in trade union fundamentals, to provide candidates for the resident school. A second course will be held in October-November, with at least four courses and more than a score of seminars projected for 1966.

Gardner (Pat) Jackson, former newspaperman, government official and fighter for the underdog, died in Washington, D.C. on April 17 at the age of 68. As a newspaperman for the Boston Globe, Jackson took up the cause of Nicola Sacco and Bartolomeo Vanzetti, two immigrant Italian anarchists convicted of robbery and murder, convinced that the two men had been tried primarily for their political beliefs. In spite of his efforts, the two were electrocuted in 1927. Jackson served in the Department of Agriculture in early New Deal years until he was forced out by conservative farm interests. He worked later for the former CIO and the Southern Tenant Farmers Union.

R.W. Wachowiak of Toledo, Ohio has been named president of the Railroad Yardmasters by the union's executive board. He succeeds the late Milton G. Schoch, who died March 25. Wachowiak, 63, got his first job as a stenographer

for the Pennsylvania Railroad in 1917, and rose to the post of yardmaster. He became the union's general chairman on that railroad in 1955, and in 1957 was named assistant president. Since 1958 he has served also as a member of the National Railroad Adjustment Board.

The Chicago AFL-CIO has presented two honor students with \$500 John Fitzpatrick Memorial Awards. President William A. Lee of the central body presented the awards to Miss Geraldine E. Wroblewski, 18, who attends the Chicago Circle Branch of the University of Illinois, and Alfred P. Hainisch, 18, who is studying electrical engineering at the Illinois Institute of Technology.

A new on-the-job training division of program development in the Labor Department's Bureau of Apprenticeship Training is to be headed up by Henry R. Przelomski, a veteran of 18 years in the U.S. civil service. The division will direct the promotion, development and servicing of on-the-job training programs under the Manpower Development and Training Act.

A strike averting agreement between the Glass Bottle Blowers and the glass container industry was reached after intensive negotiations in Atlantic City. The new contract contains a 50-cent package of benefit improvements and long-sought work rules operational safeguards. The new pact covers 8,000 machine operators employed by 26 manufacturers in 76 plants across the country.

"Hey, Orville! That Ain't Hay!"



In testimony before the House Appropriations Committee recently, Secretary of Agriculture Orville Freeman advocated a program that, if enacted, would deal a serious blow to the American Merchant Marine. Freeman told the committee that the 50-50 requirement on the use of U.S. flag vessels to carry half of our farm commodities to the Soviet nations, is curtailing the sale of such commodities to these countries.

Just three days earlier, similar testimony had been given to a subcommittee of the Senate Committee on Banking and Currency by former Under Secretary of Agriculture Charles S. Murphy, who was recently named by President Johnson as chairman of the Civil Aeronautics Board.

As can be expected Freeman and the Agriculture Department had attempted to convey the impression that the cost of American-flag shipping is making our farm products uncompetitive in the world markets.

A dollars and cents comparison between the cost of subsidizing the American farmer and farm prices and the cost to the Government of administering the Cargo Preference Program exposes the misleading and distorted position that the Secretary of Agriculture has chosen to take. The U.S. Government is now spending about \$5 billion a year to support high prices for the farmer in the domestic market, and then must dole out an additional subsidy, which also goes into the farmers pocket, to enable the farmer to sell in the world market at considerably lower prices.

In addition, it has been costing the Government about \$150 million a year to subsidize the export of wheat abroad, as well as \$35 million a year to make rice competitive, making a total cost of \$185 million a year for these commodities alone.

To administer to the Cargo Preference program, it now costs the taxpayer about \$80 million a year—the export subsidies on wheat and rice alone accounting for more than double that amount.

This is not the first time that Secretary of Agriculture Freeman has attempted to scuttle the 50-50 Law and deprive U.S. flag-ships of cargo that they are legally entitled to. The American Merchant Marine can expect further attacks from Secretary of Agriculture Freeman. But the SIU and the rest of Maritime labor will not relent in its fight to insure the American-flag fleet of the cargo that it is entitled by law to carry in its holds.

Anything Goes

It is a well known fact, that the officers and staff members of many Right To Work committees have close ties with various right-wing extremist groups. Just as a leopard can't change its spots at will, these Right To Work committees carry the same tactics of lies and deceit into their anti-labor operations which characterizes the functioning of right-wing extremist groups in the U.S.

The latest deceit uncovered by the AFL-CIO is the fact that these Right To Work committees often claim that contributions to these organizations by the employer are tax deductible. As it turns out, this is just another of the many falsehoods which these anti-labor committees are trying to foist off as the truth.

To check out this particular claim by several Right To Work groups, AFL-CIO Associate General Counsel Thomas E. Harris consulted with the Internal Revenue Department to set the record straight. As it turns out, the Right To Work Groups making this claim were again lying in their teeth. The AFL-CIO was advised by Internal Revenue that contributions to these organizations are not deductible in any circumstances.

This will probably not stop them from continuing to make this false claim however. Groups like this are blind to the truth, blind to reason, and capable of any tactic to achieve their ends. The best way to counter their insidious propaganda is to hit them with the truth at every opportunity.

Trawlers Seek Fish, Military Information

Soviet Trawlers Pose Double Danger, Navy Scientist Warns

WASHINGTON—A top U.S. Navy oceanographer has warned against the growing double-edged threat from Soviet trawlers—some fishing for fish and others for military information—in all of the world's oceans.

The Soviets have done a neat job of combining fishing with espionage so that the latter pays for the former, Rear Admiral Denys Knoll told the national convention of the Navy League. He said the oceanographic information collected by the Russians improves the accuracy of their torpedoes and helps red subs

avoid detection.

Meanwhile, the Soviets are building up their fishing industry and using it to penetrate the new nations of Africa and Asia, the oceanographer said. The Russians are now landing 20,000 tons of fresh frozen fish yearly in Ghana, 24,000 tons in Nigeria and similar amounts in the Congo, Sierra Leone and Guinea.

Building Fish Fleets

The Russians are also building up modern fishing industries for Cuba, Egypt, Somalia, Zanzibar and Brazil. With their full-scale invasion of the world's fishing grounds, the Soviets have managed to supplant the United States as the second greatest fishing power in the world.

"Russian fishing fleets and fishery research vessels," the

Admiral said, "send back constant data of prime military value for the whole world's oceans, gathered as a normal part of their exploratory and industrial activities." These operations are financed by the fishing itself, he said.

For similar types of information, the United States relies on warships, survey ships, buoys and random freighters. He urged the whole of the U.S. merchant and fishing fleet be used to collect the information.

He also asked for the rejuvenation of the "sick" U.S. merchant and fishing fleets through modernization and expansion. "We are clearly in a position to contain the Russian threat," he said, adding that we must seriously attack our maritime problems to do so.

Merchant Ships Aid Sea Study

SIU-manned vessels are partners in a project aimed at broadening the role played by American merchant shipping in oceanographic research.

Project Neptune-Pacific, a joint effort between SIU Pacific District-contracted American Mail Lines and scientific groups, was launched last fall.

At that time, the cargo-liner Java Mail sailed to the Orient via the North Pacific with a scientific team equipped to collect various types of data essential to an understanding of the world's oceans.

As a result of that successful voyage a number of privately-owned American merchant vessels may soon be assisting in the collection of oceanographic information.

Dr. William I. Aron, of General Motors Defense Research Laboratories, one of the groups participating in the experiment, summed up the goals and possibilities of the program. He said:

"If we were to use the American merchant fleet for gathering data, it has to be done on a virtually non-interference basis.

"One of the ground rules of our program was that we were not to interfere in any way with normal ship operations. We were not to ask the ship to slow down, not to ask the ship to alter course. We used the ship's equipment, but basically on a non-interference basis."

Doctor Aron, chief scientist on the trip, announced that plans to use the so-called "ships of opportunity" were practical.

Harbor Depth Standards Sought By Port Official

BALTIMORE—Uniform maximum depths for all seaports, to be applied on an international basis, was proposed recently by Joseph L. Stanton, executive director of the Maryland Port Authority.

Stanton made his remarks after reporting on a 42 foot channel that will extend to Baltimore from Cape Henry—a job which has been underway since 1948 and is now nearing completion. He also announced that preliminary plans have been made to get a 45 foot channel for Baltimore.

Stanton in his remarks said that steps should be taken internationally to set a maximum depth for all seaports to halt a growing problem—brought about by the demands of foreign shippers—of one port competing with the other for trade by offering even greater channel depths.

"European interests," the Maryland Port Authority's executive director said, "are building bigger ships, ranging up to 95,000 tons, to carry this dry bulk cargo in order to save a dollar or so per ton

on that side. But it is costing the United States many millions of dollars to keep up with their desires to be able to reflect cheaper costs over here."

He said the uniformity and standardization of channel depths would be brought up at the upcoming International Association of Ports and Harbors in London.

Consideration of a new 45-foot depth at Baltimore is being spurred by a request from local coal interests after the Hampton Roads area was approved for a 45-foot channel. The Roads is a strong competitor of Baltimore for coal loadings as well as other bulk cargoes.

A limitation on channel depths in the U.S. was first advocated in the House Public Works Committee in order to keep the Federal Government from spending millions simply to satisfy foreign ship owners.

The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

New Delta Lines Pier Opens

The SIU-contracted Del Sud (Delta Lines) found herself involved in a whole batch of "firsts" recently. She was the first ship to use the spanking new Galvez Street Wharf, which will become the New Orleans headquarters of Delta Lines, and ceremonies onboard noted the occasion. Then she was loaded up with the millionth pound of meat to move through the Port of New Orleans for the same customer—a dealer in Bridgetown, Barbados. After getting underway, she became the first ship with passengers onboard to use the new Mississippi River-Gulf Outlet seaway. As the fellows onboard say, the Del Sud is really second to none.

Not all Seafarers may find the new Delta Lines dock as convenient as the old. It is six miles from the Hall, whereas the old facility was only two miles away.

Just off the Del Sud is Phil "Pappy" O'Connor. It's not because he couldn't take all the ceremonies, however. "Pappy" came ashore so he could visit with relatives in Chicago and California.

Norman Bubo dropped by the Hall last week to cast his ballot for delegates to the SIUNA convention. Norman is a candidate himself. He just missed pensioners Alton "Ding Dong" Bell and Charles "Juke Box" Jeffers, also in to vote. The latter two were looking for the candidates who were buying coffee for the crowd.

Others on the beach here include oldtimers Louis "Baldy" Bollinger, Maurice "Frenchy" Duet and Julius Smythe and his running mate Vincent "Fitz" Fitzgerald.

Mobile

The shipping here for the next two weeks looks fair, with about 15 to 18 ships due to hit the port for in transits or payoffs. Otherwise, five ships are currently laid up in this port, with little expectation in the near future of cargo or crewing. The only cargoes available now are grains. The five in layup are the Transexas, Transhartford, Monticello Victory, Ocean Ulla and Mayflower.

Deck department oldtimers on the beach in Mobile include Guilford R. Scott, who last sailed on the Our Lady of Peace, and James W. "Jaybird" Fleming, who had to get off the Ocean Ulla when she laid up here. Both men make their home in the Mobile area.

C. J. Beck, an oldtimer who has been sailing the Gulf for the last twenty years, was last aboard the Jefferson City Victory. Now looking for a run to his liking, he prefers sailing as a chief electrician.

Frank F. Gomes, registered in the engine department here, was last aboard the Del Mundo. Then the ILA beef came along and he sat it out on the beach. After the strike, he claimed his job but was injured just before the trip began. Now he's waiting for the best job to come down the board.

Charles Perkins, now registered here in Group 1 steward department, spent a happy year on the Monticello Victory until she laid up for lack of cargo. On the beach now, he's spending time with his family.

Harold W. Lawrence, known to his friends as "Tadpole," was last aboard the Alcoa Commander. He decided to pile off her when she headed up to the east coast. Harold says he's strictly a Gulf sailor.

Houston

Shipping has been fair in Houston during the last two weeks. The outlook for the coming period is bright.

James H. Maxey, a 20-year SIU man now registered here, usually ships as a bosun or AB. His last ship was the Transorleans, and he piled off her in Yorktown, Virginia. While waiting for a ship going just about anywhere, Jim is using his beach time to get in some hunting and fishing.

C. E. "Chuck" James started

sailing out of Texas ports in 1945 and got his book in the Isthmian drive. Last aboard the Alcoa Mariner, he is now watching the board for the first job. On his time off, Chuck likes nothing better than to go squirrel hunting.

Thomas C. Ballard, who started sailing out of Mobile in 1944, was last aboard the Sacramento on a long trip that took in Yugoslavia and India. Only on the beach since April 2, he is rar in' to get back out to sea again.

Benefits

(Continued from page 8)

one day's seetime in the year prior to admittance to the hospital. This benefit has been in effect from the day that the Seafarers Welfare Plan came into existence.

\$3.00-a-Day Hospital Benefit—The eligibility rule for this benefit requires a seaman to have had 90 days of employment in the calendar year prior to his admittance to the hospital, as well as one day's employment in the six-month period preceding his admission. He will then receive \$3.00 per day for the period of time that he is hospitalized.

\$8.00-a-Day Hospital Benefit—This payment actually falls under the S & A benefit program but is paid in the hospital to the individual. Many eligibles become confused and feel that this is an \$8.00-a-day hospital in-patient benefit. Under the hospital benefit section of the Plan it is, but it falls under the S & A rules.

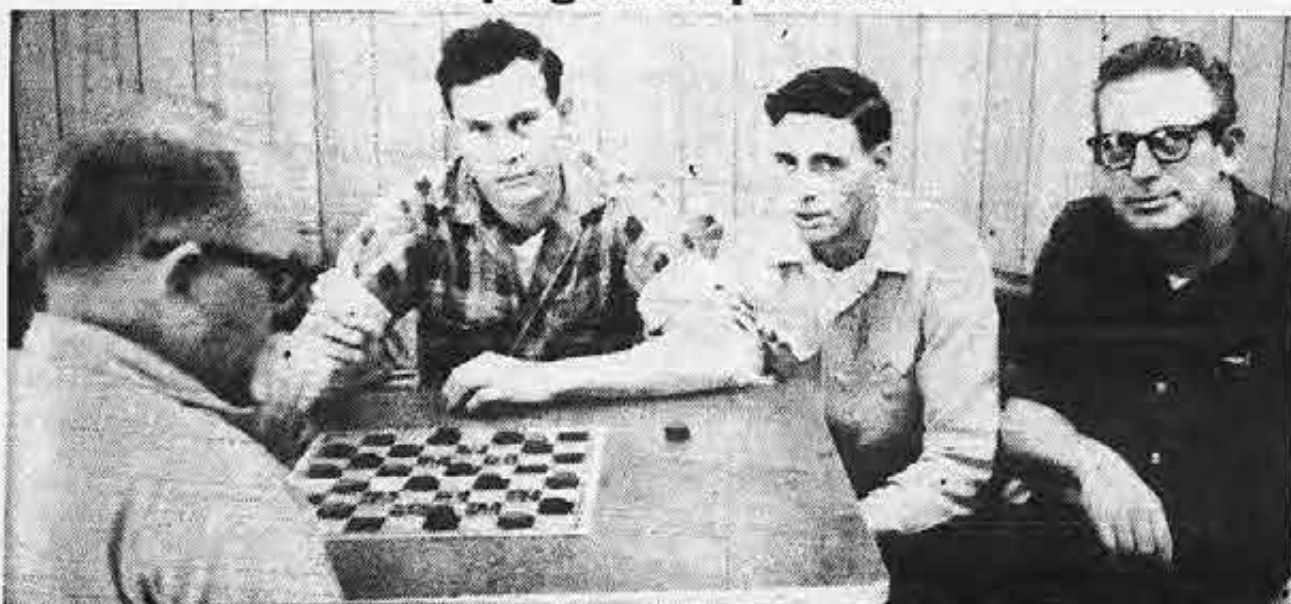
A patient is entitled to this benefit during the time he or she is a patient in any USPHS Hospital or an approved private hospital in the US, Puerto Rico, the Virgin Islands or Canada. This benefit is payable from the first day of hospitalization but not for a period to exceed 39 weeks.

The hospital benefits of \$1.00-a-day and \$3.00-a-day are paid to patients who qualify for as long a period as they remain a patient in the hospital, regardless of the length of stay. In some cases, particularly those of chronic illness, this period has extended for as long as seven and eight years.

Type Minutes When Possible

In order to assure accurate digests of shipboard meetings in the LOG, it is desirable that the reports of shipboard meetings be typed if at all possible

Keeping A Jump Ahead



While waiting in the St. Louis SIU hall for some deck department slots, Seafarers (l-r) Ben Barnett, Jerry Finley, Carl Hughes and Gene Ramey, helped pass the time by engaging in some hot checker games. Although it looks like three against one, Hughes and Ramey are just offering advice while Barnett and Finley battle it out.

Lakes Death Benefit



Mrs. Shirley Mead, daughter of SIU Great Lakes Tug & Dredge member Andrew Mattson, receives \$4,000 SIU death benefit check from regional director Bob Jones in Detroit, on behalf of her mother, Brother Mattson's widow, who was ill at the time. Mattson was last employed by Dunbar & Sullivan Dredging Corp.



By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

Lakes Season In Full Swing

In our last report we mentioned that ice conditions were hampering the opening of the Great Lakes, but at last the season is now in full operation.

The St. Lawrence Seaway opened on schedule April 8th, but only a handful of vessels were in transit. The first salt water ship through was the Norwegian freighter, Medicine Hat.

Lake Superior is now open to navigation, thanks to the U.S. Coast Guard Cutter, Mackinaw. This sturdy vessel led a convoy of ore carriers into the Duluth Harbor on Easter Sunday morning which marked the official opening of the season for that port.

Detroit

Shipping is booming and we are having difficulty in filling rated jobs. Able seamen and firemen are at a premium, with choice jobs hanging on the open board. Anyone wishing to make a full season will not have to wait if they come to Detroit.

Activity is stirring down at the Bob-Lo docks, and it looks like the "ice cream boats" will soon be fitting out. The Ste. Clair was shifted over to the Lorain, Ohio Ship Yard last week for repairs. On the Colombia, old timers Blackie Avedisian and Lloyd McGrew, are back on the job performing their usual expert canvas work.

Duluth

The Engine Department of the James Davidson is fitting out and we have been clearing these men as they report to the Hall. We have been shipping some men to ports such as Manitowoc and Sturgeon Bay for the past couple of weeks. Members not on callback lists are patiently waiting for jobs in the Hall.

Easter Sunday marked the official opening of the season in the Port of Duluth. Six vessels led by the United States Coast Guard Cutter, Mackinaw, entered the harbor.

Frankfort

The crew of the Ann Arbor #5 was paid off last Saturday due to the flood conditions in Minnesota and Wisconsin.

The MV Viking is expected to take her sea trials on April 20th. If all goes well, the vessel will leave the Fraser Nelson Shipyard in Superior, Wisconsin, for Frankfort on April 23rd. The rest of the crew will go aboard when she arrives in Frankfort. The crew will work a 20 and 8 schedule.

Buffalo

The annual exodus of ships from Winter berths in Buffalo to start a new navigation season got underway on Monday, April 19th. The J. B. Ford, owned by Huron Portland Cement Company, was assisted by the Coast Guard Cutters, KAW and Ojibwa.

The season opened one week later than last year, and this port

has been exceptionally busy with fitouts since we have been crewing the J. B. Ford, E. L. Ford, Paul Tietjen, Uhlmann, C. S. Robinson, C. C. West, Niagara Mohawk, Peckinpaugh, and the Philip Minch since the 12th of April. All of these fitouts have just about cleaned our Hall of men, and we ask that any rated men who wish to ship come to Buffalo.

ALPENA

The J. B. Ford, Huron Cement Company, crewed up April 17th, and is now on the run. Shipping has been very good in this port, but we are short of rated men. It looks as if this is going to be a banner year for shipping, with several ships already in transit in Alpena, Stoneport, and Calcite.

CLEVELAND

In the first week of fitting out ships that were laid up in this port, the Registration Board was completely cleaned off, and with one more ship to crew up, it looks like a tight squeeze to get this one going. Rated men in this port—as it seems in every port—are now getting to be a rare thing. Even rated men among the Non-Priority Cards are now almost gone, and this is only the start of the season.

CHICAGO

Shipping in Chicago, like all other Lakes ports, has been terrific, with no let up in sight. Gartland's newly acquired Chicago Trader has completed her fitout and is now actively engaged in the ore and grain trade.

Foreign Ship Groups Still Stall FMC Data Request

WASHINGTON—A trickle of rate-making information has begun to flow into the offices of the Federal Maritime Commission from four of the foreign steamship conferences which have managed to keep their books closed to the U.S. for the last two years.

After interminable negotiations, eight of the conferences agreed to supply the data—by a nearly hopeless, round-about route—so that the FMC could determine whether they were discriminating against American-made export goods by charging higher rates on outgoing products than are paid on similar imports to the U.S.

Still Stalling

The fact that some information was beginning to come in at a dragging pace was offset by the fact that the conferences also used the occasion to ask for more time to supply the data.

An FMC spokesman said, however, that they now have enough data to make "a beginning of the analysis" which the Joint Economic Committee of Congress urged upon the commission nearly two years ago.

There is still no exact idea when the data made available would be physically delivered to the FMC. According to the agreed upon procedure, the foreign conferences

will turn the information over to their own governments, which in turn will pass them on to a special panel of the Organization for Economic Cooperation and Development. The OECD will then send them to the U.S.

The final agreement was reached last month. The 16 conferences involved were directed to submit aggregated commodity and revenue

information on the ten major commodities moving in each particular trade, plus comparable information on additional commodities to be selected. The information will only cover 1963, with the consequent danger that if the FMC wants data from other years, it will have to go through the same involved and time consuming procedures.

Winter Snows Up Lakes Water Levels

Thanks to heavy winter snows, Great Lakes water levels, which dipped to record or near-record lows last year, will recover some needed inches this year.

"The general outlook for the levels of the Great Lakes in 1965 is a little better than in 1964," the Army Corps of Engi-

neers announced.

But according to the engineers' Lake Survey Office, despite improvements on some of the lakes this year, all, except Lake Superior, are expected to remain below their ten-year averages.

In comparison with last year, Lakes Superior, Michigan, Huron and St. Clair are expected to be up slightly, Erie is expected to remain the same, and Ontario will be down slightly.

Lakes Levels

Lake Superior, whose Soo Locks insured near-normal levels last year, will reach its seasonal high in September, rising about one inch higher than in 1965.

Lakes Michigan and Huron, which set new lows each month last year, will peak in July, up about six inches above last year's high.

Lake St. Clair will attain its seasonal high in mid-summer, rising about two inches above last year's highest level.

Lake Erie will hit its crest in either June or July, at levels consistent with those of last year.

Lake Ontario, due to reach its seasonal high in June, is expected to drop about three inches lower than in 1964.

Cuba Trade Ship Boycott May Spread

The boycott by ILA Atlantic and Gulf longshoremen of ships that trade with Cuba is spreading to many South American countries.

The Inter-American Regional Labor Organization (ORIT) has organized a permanent boycott committee with headquarters in Washington to co-ordinate the program.

Andrew McLellan, AFL-CIO Latin American affairs chief, who heads the committee, said, "Ships of nations persisting in trading with Cuba can expect to face eventual boycotts at the docks in all hemisphere nations, including the U.S."

The number of ships presently blacklisted for trading with Cuba is 237, the latest additions being the Lebanese-flag Maria Despina and the Finnish-flag Margrethe Paulin.

Rum, Once Important At Sea, Now Nothing But A Memory

BEFORE the coming of coal and bunker oil, the fuels which ran the sailing ships most efficiently were said to be blood, sweat and rum. More often than not, it was a combination of all three. For the past 400 years rum has been associated far and wide with sailing men.

The association—not always a happy one—began on the island of Jamaica. Rum was the local elixir when the British first settled the island. It became the favorite of the landed gentry and the seafaring commoners, the former enjoying what was left of the liquid after its long and hazardous transport to England by the latter.

Rum did not come to be served up daily on old sailing ships by the pressures of the ordinary sailors, however. It was introduced to fill a specific need by an Admiral Blake. Before rum, the liquid ration on most ships consisted of water, beer or wine. Set in wooden casks on leaky vessels, none of three could endure a long, rough ocean journey. The water tended to become brackish and the beer and wine tended to sour.

Staying Power

Rum was discovered to have extraordinary staying power. It was near impossible to pollute and bettered its flavor with age. It was formally introduced by the Admiralty as an alternative to beer in 1731. The issue was one-half pint of rum per day. As an alternative to rum, a sailor could have one pint of wine daily.

Admiral Vernon, who was given to wearing Grogam coats, so that he was called "old grog," was the man who first watered the sailors' rum. He gave as his reason the assertion "that the drinking of the seamen's allowance of neat rum in drams, and often at once, affected their morals and their health and many lives were shortened in consequence of it."

And so came the term "grog."

The mixture consisted of one part 80 proof rum and three parts water—not a weak drink. Still, the intemperate people who used to bother the sailors about temperance campaigned even against watered rum. Over the long run, the drys won their victory. The rum ration aboard British ships was reduced to one-eighth of a pint per day; aboard U.S. ships it was non-existent.

A Cure-All

While it did exist, however, seamen used it for more than drinking. Many believed it was a cure-all and acted accordingly. Some rubbed it into their whiskers to improve the texture and sheen of the tufts. Bald-headed mariners rubbed it into their scalps in an effort to grow hair. A few mixed it with their pipe tobacco because they believed it improved the flavor of a smoke.

Merchant sailors, forbidden from imbibing aboard ship, get their drinking pleasure ashore. And the favorite among them no longer appears to be rum. The sugary nectar has been taken over by grandmothers fashioning fruitcakes and those who travel to the tropical resorts. Gone are the days when sailors sang out "yo ho ho and a bottle of rum." Not only is the rum gone; but so is the singing. Today's life aboard ship is more likely to include a record player and a bottle of coke.

\$36 Million Requested For Lakes Projects

President Johnson, in a budget submitted to Congress in late January, has recommended that \$36.7 million be set aside for water resources projects in the Great Lakes basin. The proposed funds would be used for construction, planning and study projects to be conducted under the auspices of the Corps of Engineers.

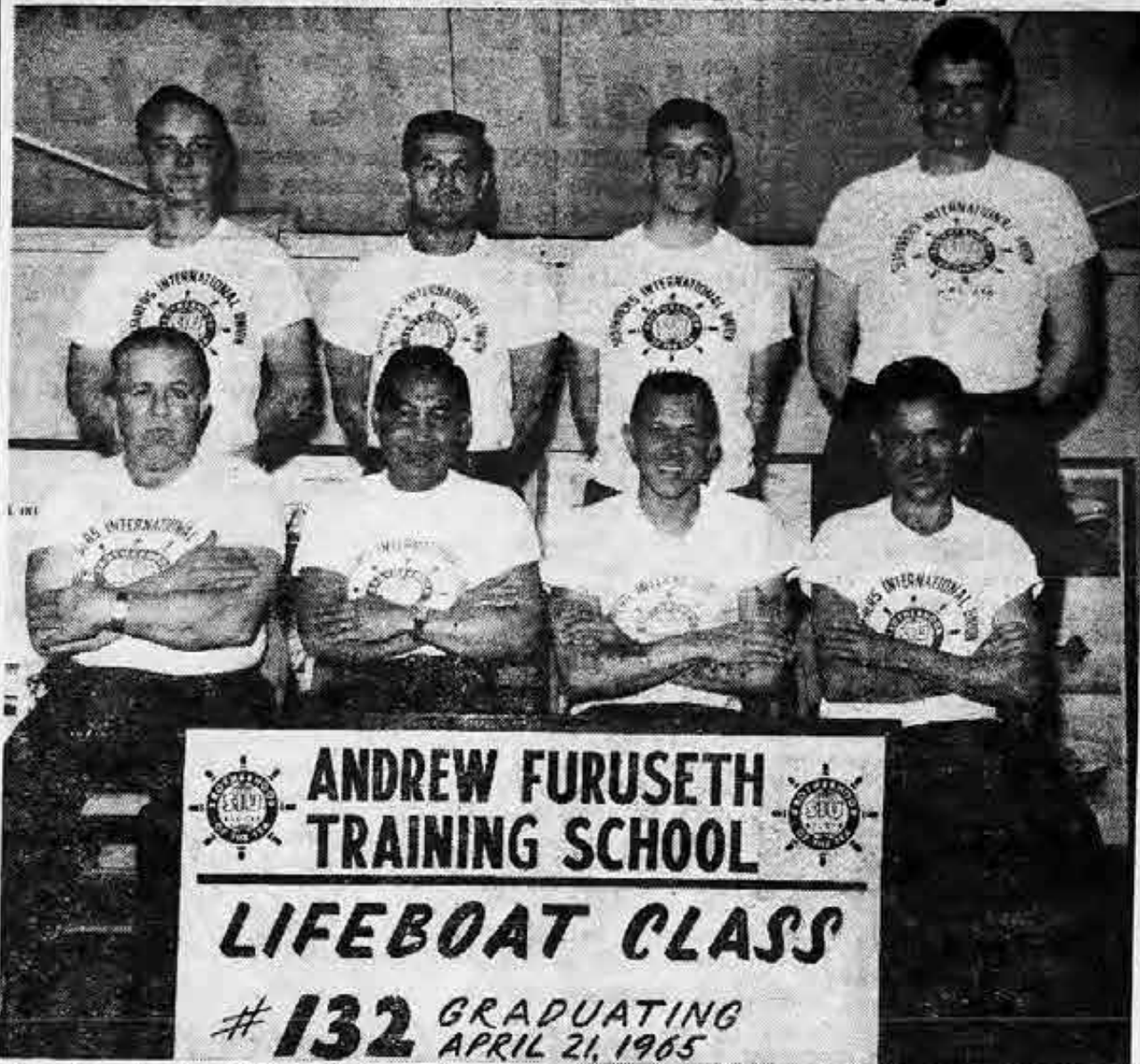
Of a total of \$35.5 million allocated to construction projects, the largest amount has been earmarked for the new lock at Soo Canal.

The leading port area in terms of designated funds is Calumet River and Harbor where channel improvements and removal of three bridges total \$7 million. Rehabilitation work on breakwaters, etc. at eight harbors totals about \$3.5 million.

Recommendations for four advanced engineering and design planning projects — navigation and flood control—total \$259,000. Funds to be used for general investigations amount to \$417,000 for 16 studies.

In addition, \$599,000 was designated for four comprehensive surveys and special studies. Included in this group are two river basins—Grand (Michigan) \$265,000 and Genesee (New York) \$154,000—the Lake Erie-Ontario Waterway (All-American Canal) \$100,000 and Great Lakes water levels \$80,000.

Lifeboat Class 132 Proves Seaworthy



Proud graduates of Class 132 wear broad grins after completing all requirements for their Coast Guard lifeboat tickets. Members of 132 are (l-r, front) Hans Skottene; Mario Marcelino; Donald R. Buccos; Heriberto Vasquez; (rear, l-r) Ernest Nichols; John W. Martinez; Joseph Power; instructor Arni Bjornsson.

Engineer Corps Approves N.Y. Harbor Work

WASHINGTON — The Army Corps of Engineers has asked Congress to approve a federal project for the expansion and improvement of three underdeveloped sections of New York harbor.

An Engineers spokesman recommended that the Senate Public Works Committee approve \$44.8 million for the widening and deepening of anchorages at Upper and Lower Red Hook Flats and Gravesend Bay. A member of the Port of New York Authority also testified in favor of the improvements.

The need for the expanded anchorage facilities was laid to the sharp increase in tonnage moving through the harbor. In 1933, the port handled 85.5 million short tons of cargo; the 1963 total was 154.7 million short tons. Increased use of larger tanker and dry cargo ships has added to the congestion.

The project called for by the Army Engineers would provide 25 anchorage spaces able to accommodate vessels with drafts up to 42 feet and lengths up to 800 feet.

The Port Authority also asked the Senate panel to consider a \$2.5 million project for the widening of the Kill Van Kull entrance channel of Upper New York Bay.

Labor Urged To Assume Major Role In Education

NEW YORK—Labor and civil rights groups must be permitted to play a major role in the planning of the nation's educational programs in order to solve the problems of the disadvantaged child, a group of educators have been told here.

The call for greater community group participation in improving the nation's schools was made by Dr. Francis A. J. Ianni, director of the Division of Education Research of the U.S. Office of Education and by Benjamin F. McLaurin, an officer of the Brotherhood of Sleeping Car Porters.

They were the principal speakers at a day-long conference on "Closing the Gap: Knowledge and

Action in Education," called by the newly formed Coordinating Council on Education for the Disadvantaged. Attending the session were 100 representatives of school systems and community groups.

Ianni called the conference a "beginning dialogue between leaders of education departments and civil rights, labor and community organizations," and said it was evidence of "new definitions" in the education field.

The government official declared that improving the quality of U.S. education requires "an enormous amount of research" which, he said "must involve . . . the lay groups as well as the professional groups."

Stressing the same point, McLaurin, chairman of the Coordinating Council on Education for the Disadvantaged, charged that some educators "stand in the schoolhouse door," denying access to interested citizen groups which seek to bring about a change in American education. He compared this posture to Alabama Governor George Wallace's famous "schoolhouse-door" stand in defiance of desegregation orders.

McLaurin said the teachers were acting to protect a "self-interest," while Wallace was motivated by a defiance of the Federal government. But, he said, the results were the same: "denial of human rights."

Given the opportunity, he said, labor and civil rights groups can help shape education to the need

of the disadvantaged. Then he warned:

"This battle for educational opportunity will be fought out wherever it is necessary: In the schools, if we can; in the streets, if we must. Experience has made it clear that our people shall, indeed, overcome."

The Coordinating Council on Education for the Disadvantaged was founded earlier this year with the backing of the trade union and civil rights groups. It plans to establish a center to collect, analyze, evaluate and disseminate data on research and experimentation in the education field so it can be used to accelerate the upgrading of all education, including the education of the disadvantaged.

The councils' National Board of Sponsors includes AFL-CIO President George Meany, David Dubinsky, President of the ILGWU; A. Phillip Randolph, President of the Sleeping Car Porters; Anthony Scotto, ILA Vice President; David L. Sullivan, President of the Building Service Employees Union; and SIU President Paul Hall.



Good Feeding Takes Planning

Good feeding aboard ship is not an accident. Though primarily the responsibility of the steward department, it takes the right spirit and the proper amount of work of every crew member aboard to see to it that the food is not only tasty and nourishing, but prepared under the best possible conditions.

Recognizing this problem, the SIU established its first Food Program in 1954. Its purpose was to assist members of the steward department in better food preparation and service and encourage practices aimed at the elimination of waste and unsanitary conditions.

The second food program—the one in operation today—was begun in 1958. It was carefully developed into what is now a full-fledged Food and Sanitation Department. The duty of all representatives of the program is to assist all steward department members in any way possible that will enable them to provide a better quality and better prepared meal to all SIU members.

The chief method of carrying out those aims is through the Steward Recertification Program. Stewards taking part in the program are taught the most modern and efficient methods of food stowage, preparation, service and waste elimination. Among the most important items in the curriculum of the training program are:

- Proper stowage of food stocks
- Preservation of perishable foods
- Care of items in the dry store room
- Care of flour, sugar and similar items
- Proper methods of stowage of fresh vegetables and frozen vegetables
- Proper methods of stowage of meat and poultry
- Proper methods of stowage of dairy products and eggs
- Proper methods of stowage of fish and seafoods
- Menu planning and food preparation
- Conduct becoming to a good steward
- Requisitions and inventory control
- Temperature control and refrigeration
- Safety in the galley

Menu planning, a key part of a steward's work, has been simplified to a great extent by the Basic Seven Food Chart. The Chart is a complete and graphic guide to the types of food that should be eaten daily for health and good nourishment. It specifies the amount of each required daily by a working Seafarer.

Scores of stewards have already graduated from the Steward Recertification Program. Returning to their respective ships, knowledge of the best and most efficient methods of operating their department in hand, the graduates have already made great headway in improving the food aboard SIU-contracted vessels.

Correction



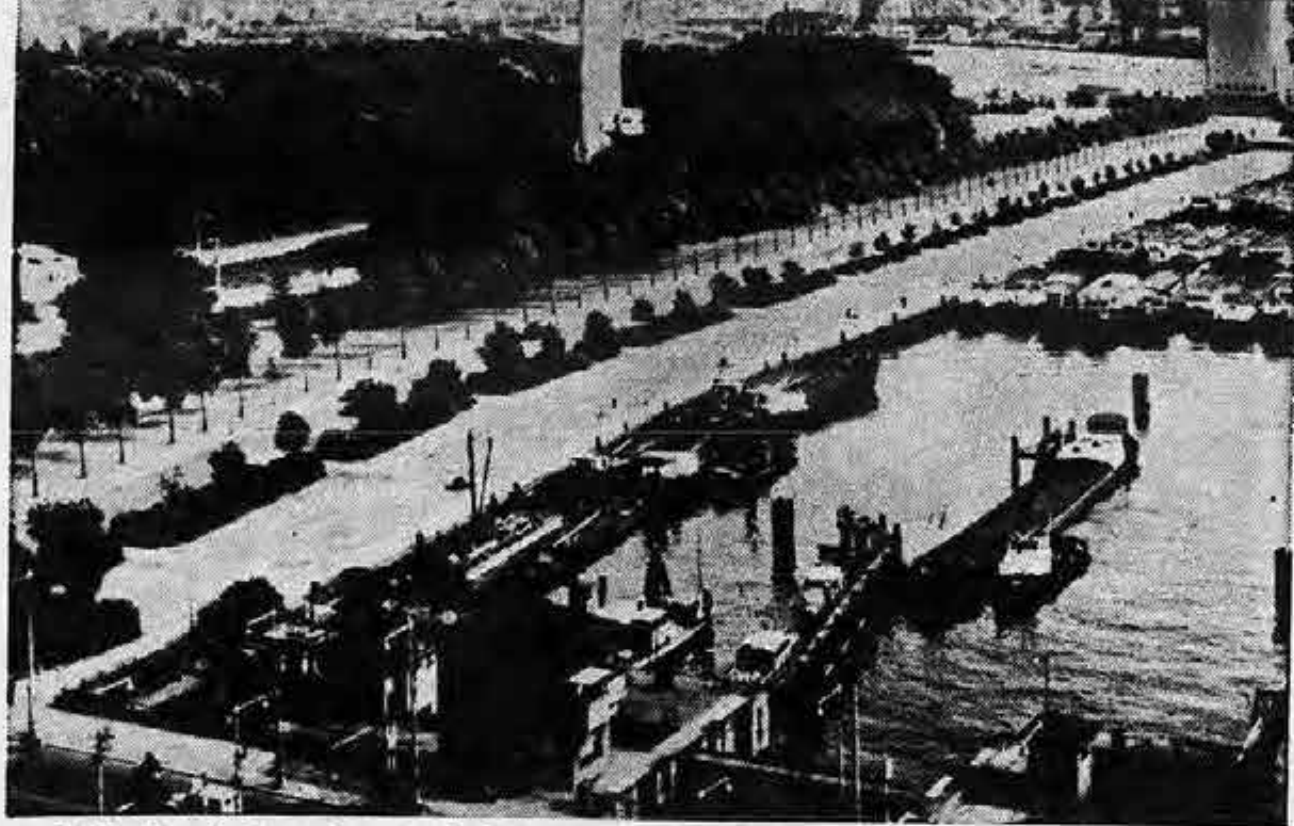
Southard Tuelwicz

The photos were incorrectly placed in a story on page 4 of the April 2 LOG entitled "SIU-IBU Tugman Rescues Shipmate—But In Vain." Captain John Southard, who died of injuries sustained when he fell from the SIU-IBU tug Triton, and Henry Tuelwicz, whose heroic attempts to rescue Southard were in vain, are pictured above.



ROTTERDAM

SEAFARERS PORTS OF THE WORLD



Rotterdam harbor—from total devastation to Europe's busiest and most modern in 20 years

Rotterdam is the premier port of Europe and a hub of commerce for the six nations of the Common Market. In a quick 20 years, it was transformed from a gutted shell to one of the most modern cities in the world. It is the embodiment of the postwar European success story. On May 14, 1940, Rotterdam was leveled by Nazi bombers. Huge areas were pounded into rubble and thousands died in the barbaric raid. At the war's end, the job of rebuilding was begun. Today, it is nearly completed.

Ships from every seagoing nation in the world can be found along the River Maas wharves of the port. American-flag vessels are no exception. The ships of the Waterman Line, among many other SIU-contracted vessels, are regular visitors to Rotterdam.

The deep sea wharves lie on the south side of the river, while the center of the city is located on the north side. Water taxis maintain constant service between the two areas. The water taxi terminus in the city is at the Willemplein Landing stage. From there it is only a short tram ride to the heart of town.

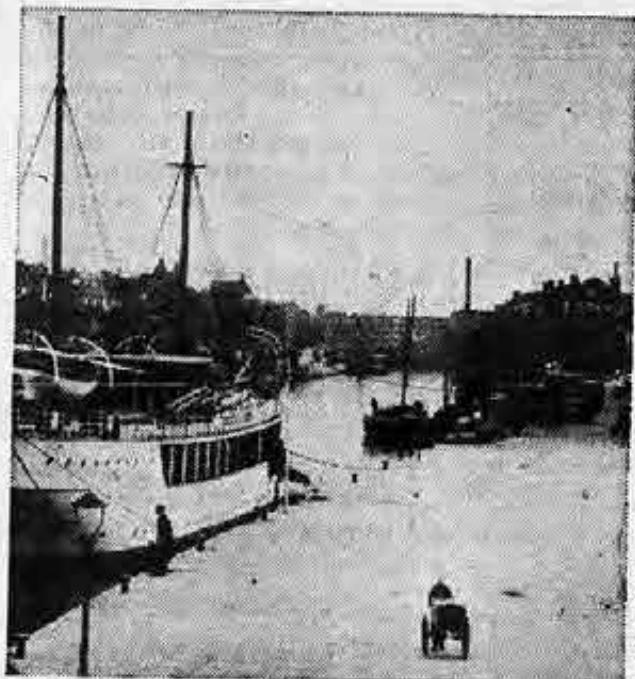
The center of Rotterdam is distinguished by the fact that no auto traffic is allowed on the main shopping streets—the Lijnbaan and the Coolingsel. These avenues are completely given over to pedestrian traffic. The shops that line them offer a tremendous selection of consumer goods, nearly all of traditional Dutch high quality. Further down the Coolingsel stands the town hall, one of the few pre-war buildings still standing.

Two famous pieces of sculpture were erected near the town hall to mark the tragic history of the city—"Monument for a Devasted City" by Ossip Zadkine and the exciting "Construction" by Naum Gabo.

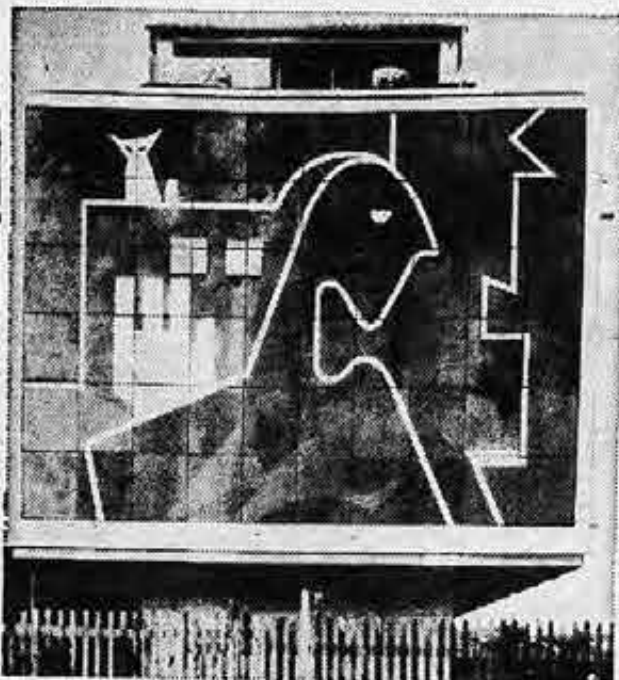
The small part of Old Rotterdam that remains is worth visiting. The old church in the Delfshaven area at 22 Aelbrechtskolk was the scene of the last services held by the Pilgrims before their journey to the New World via Plymouth, England. The city also has a fine array of museums that include the works of the famed Old Flemish and Dutch masters.

An especially spectacular sight in Rotterdam is the Euro-mast, a streamlined 383-foot tower built to mark Holland's contribution to the European community. Atop the mast is a fine restaurant. From it a visitor can see the entire city and the harbor.

Since Holland is such a compact country, a Seafarer with just a little free time might be able to visit some of the nation's other major and interesting cities. The Hague, the capital of Holland, is a beautiful and historic town. It is only 15 miles from Rotterdam. Amsterdam, Holland's biggest city, is only 55 miles away.



Canals, like the Schie River Canal above, speed the movement of goods in the city and provide a Venetian setting.



The ultra-modern face of rebuilt Rotterdam extends even to the wall of the police station, pictured above.



This was Rotterdam after the Nazis got through with it. The city was subjected to one of the most devastating air raids of World War II.



This Dutch Reformed Church in the Delfshaven section of Rotterdam witnessed the last services of the Pilgrims before they sailed to America.



The Madaket (Waterman) has made many calls on Rotterdam, as have dozens of other ships of the SIU-contracted merchant fleet.

Predict Big Boost In U.S. Work Force

WASHINGTON—The U.S. labor force will grow by an additional nine million workers, increasing to a total of 86 million workers in the next six years, according to an estimate of the Bureau of Labor Statistics of the Department of Labor.

The BLS estimate projects another large increase of some 15 million additional persons from 1970 to 1980. This estimated growth would raise the total labor force to 101 million workers.

Most of the future growth is expected to result from the greatly expanding population of working age. The rest is accounted for by increases in the proportion of adult women who will be working.

Only 2 million of the 9 million labor force increase projected for the next 6 years will be men 25 years and over. But, almost 4½ million will be young workers under 25 years of age, bringing their total in the 1970 labor force to 20 million.

Adult women may account for 2½ million of the expansion. Many of the additional young workers and women will be working part-time because of school and home responsibilities.

Between 1970 and 1980 the pattern of changes will be somewhat different. The number of young workers will continue to increase but much less sharply—possibly 3.7 million over the 10-year period.

The largest gain, 7 million, will

show up among men 25 and over and 5½ million of this growth will be in the age group 25 to 34. Adult women workers may add 4½ million to their numbers, about the same rate as in the earlier period.

The recently increased competition for jobs among the inexperienced young workers has contributed to the high unemployment rates of teenagers, the Bureau of Labor Statistics believes. The competition will continue to increase and it will be difficult for many young workers to find jobs in an economy where there has been little expansion in demand for unskilled workers. This underscores the need for more education and better training in order to provide workers with the skills that are in demand.



Seafarer Robert Perry was at the New York SIU clinic recently getting his regular physical checkup when the LOG photographer snapped the above picture. Perry last sailed in the engine department aboard the Eagle Traveler (Sea Transport).

Ticker A-OK

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

High Food Prices During May

We're coming into a period of high food prices, especially for meats. The Dun & Bradstreet wholesale food index recently hit its highest level for the year. This is a sign that further retail increases lie just ahead, and a warning to moderate-income families to look for lower cost alternatives to some of the high-priced items.

The Government's long-delayed inquiry into food prices may be starting just in time to help restrain these costs. The National Commission on Food Marketing is expected to begin hearings in May, with rising retail profit margins the first area of inquiry.

If you don't have to eat, May otherwise is a good shopping month, with buying opportunities available in sheets and other linens at the May White Sales, and in women's clothing at the Post-Easter clearances. Other May sales that give you a chance to anticipate needs include the annual reduction on tires, curtains and TV sets. Department-store sales this month also offer specials on soaps and toiletries.

Most moderate-income families of four or five persons, with after-tax income of \$400 to \$600 a month, need to keep their food bills within 25-30 per cent of income, if they are to have enough money for other needs. This is just for family food, not for soaps, paper goods, beer or other non-food items usually bought at supermarkets. Larger families have to allot a bigger slice of income.

U.S. Agriculture Department Home economists recently revised their estimated costs of food plans at two price levels—low and medium. The low-cost plan allows less than \$1 a day for food, which calls for careful meal planning and shopping. The department also devised a special "economy plan" which it recently priced at less than 70 cents a day per person. But a food budget this meager is nutritionally risky and should not be attempted for longer than short periods.

Here are monthly costs of the two food plans at recent prices, for children and adults of different ages, to help you work out a target food budget for your own family.

	Low-cost Plan	Moderate Cost Plan
Children under 1 year ..	\$12.60	\$15.50
1-3 years	16.00	20.80
3-6 years	19.00	25.10
6-9 years	22.60	30.30
Girls, 9-12 years ..	26.00	34.70
12-15 years	28.60	39.10
15-20 years	29.90	39.90
Boys, 9-12 years ..	26.40	35.70
12-15 years	30.80	42.00
15-20 years	36.00	47.20
Women, 20-35 years ..	28.00	37.00
35-55 years	26.00	34.20
55-75 years	22.10	29.30
Pregnant	32.50	41.60
Men, 20-35 years ..	30.80	41.00
35-55 years	28.60	37.10
55-75 years	26.00	35.10

These costs assume four persons in the family.

Adjustments need to be made for different-size families. The USDA suggests adding 10 per cent to the total for two-person families, and 5 per cent for a three-person family, but reducing the total by 5 per cent for a five-person family, and 10 per cent for six or more persons.

For example, for a family of five, including a child of six, girl of 10 and boy of 13, total monthly food cost under the low-cost plan would be approximately \$130. Reducing by 5 per cent cuts this to \$123.50.

These costs do not include meals out other than those brought from home, and some families may need or want to make further adjustments for this expense. Government studies indicate that expenditures for meals outside are usually about twice the cost of preparing the same meal at home.

We usually get some irritated letters from harried housewives when we publish such low-cost food budgets. Sometimes this is because they include expenditures other than food in their estimates of food expenses. Admittedly, a budget of a dollar a day per person or less does require both the most careful management, nutritional knowledge and family cooperation. Some housewives, however, say they can do even better than the figures we publish.

Here are planning and buying policies that can help:

1. Use the plentiful foods as much as you can. The USDA plentiful foods list for May is one of the shortest in years, another indication of the food price trend. The money-saving technique is to use the month's real bargains such as eggs and cheese not only by themselves but in casseroles, omelets and other combinations with meats to conserve your use of meat in this period of high prices.

2. Use the school lunch program. Usually you can't prepare an equivalent bag lunch at the price. If your school hasn't got the lunch program, PTA's and community organizations ought to make this a first objective. It costs 31 cents at wholesale prices to prepare the average school lunch for which which the kids pay an average of 27. The USDA Food & Home Notes reports that 17 million youngsters do use the low-cost lunch program, but another 17 million could but don't, and 6½ million are in schools without facilities.

3. Use the specials. This department has suggested this technique before, and several surveys show the savings are substantial. The USDA surveys in two North Carolina cities showed food costs could be cut 10 per cent for a family of four by shopping for the specials. They found especially large savings on meats. For example, in one city chuck roast was sale-priced by supermarkets on 20 weekends in one year. If you bought five pounds on each of these sale weekends, you would have spent \$39.30, the USDA Farm Index points out. But if you bought the same meat on the weekend after the sale, you would have spent \$62.30.

Similarly, a survey by the New York State Extension Service found savings of 20 per cent or more were possible by taking advantage of specials.

SIU-UIW Wins Wage Hike At Brooklyn Plant

NEW YORK—A new three-year contract calling for wage hikes and increased welfare benefits has been won by the SIU United Industrial Workers Union for members employed at the Kimberly Division of Standard Building Products in Brooklyn, N.Y.

The new pact, which has been ratified by Kimberly employees, calls for wage increases in each of the next three years and a boost in welfare benefits retroactive to October 1, 1964.

The company is engaged in the manufacture of cabinets and vanities from aluminum, Masonite, Formica and laminates.

The new Kimberly Division pact is one of several contract re-negotiations conducted recently by the UIW. New pacts won wages and benefit boosts for UIW members recently at four New York area companies—Highway Trailer, Wilcor Smith Metal Products, Millo Components and Academy Heat Treating and Plating.

In addition, a stepped up organizing campaign in Philadelphia succeeded recently in winning an NLRB representation election in the Powerhouse division of the Rohm and Haas Corporation, a major chemical producer with plants across the nation.

New Type Of Life Preserver Now Official

There will be a new look in safety fashions aboard American merchant ships starting May 26. The Coast Guard Merchant Marine Council has decided that life preservers made of cork or balsa wood will not be officially approved life-saving gear after that date.

All new life jackets must be constructed of either Kapok, plastic foam or fibrous glass.

The old cork and balsa wood preservers were adjudged by the Coast Guard to be incapable of keeping an unconscious, drowning person afloat.

The switchover will not be immediate, however. The Coast Guard will permit the continued use of cork and balsa vests already in use, so long as they are in serviceable condition.

On all vessels constructed after the May 26 deadline, the use of kapok, foam or fiber jackets will be mandatory.

Seafarers may get a look at another new life-saving device, providing the Coast Guard approves it. A small, propane, radiant-gas heater that can be lighted after submersion has been submitted for consideration to the CG. It weighs less than two pounds and can keep a man comfortable for 10 hours in freezing temperatures.

Shipboard rumor has it that the new heaters "look well" with the new life-jackets. Maybe matching sets will be offered for the seafarer who likes to look sharp.

European Shipyards Seek Aid

BRUSSELS, Belgium—The shipbuilding nations of the European Common Market are beginning to register the same complaints voiced by U.S. shipbuilders in recent years. Their beef is against foreign competition—mainly Japanese—and their remedy for the problem is increased subsidies.

The Common Market's executive commission, after a "profound" study of the threat posed by the Japanese shipbuilders, called upon the governments of the six member nations to increase their shipbuilding subsidies to a level of at least ten per cent.

The Common Market study showed that the Japanese enjoy at least a ten percent advantage over European shipbuilders. At first, the Europeans thought they could meet the problem through import duties on Japanese-built ships bought by European operators. This proposal was rejected, since it was felt that any increase in tariffs would drive the operators to runaway-flag nations.

Commenting on the maritime construction industry in the United States, Edwin M. Hood, president of the Shipbuilders Council of America, warned against proposals that would allow subsidized U.S.-flag vessels to be built in foreign shipyards.

Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

IN THE HOSPITAL? CALL SIU HALL IMMEDIATELY!



Dry Cleaning Solvent Can Be Harmful

Coin-operated dry cleaners are causing a bit of a stir among some public health authorities. Reason for the concern is the cleaning solvent used, perchlorethylene, which produces vapors, readily absorbed through the lungs and to a lesser extent through the skin and gastrointestinal tract. Inhalation can cause headache, lightheadedness and unconsciousness if exposure is long enough and in a closed area. Extreme exposure can cause death.

Inhalation poses a special threat to coin-op customers who carry garments home in a closed car. Heavy garments seem to be the worst hazard. "Polyurethane and similar foam items seemingly present unusual solvent-carryout problems with all machines," Michigan's Department of Health has written in its publication Occupational Health. Automatic machines in the state carry the statement: "WARNING: Some fabrics retain cleaning solvent odor longer than others. Breathing this solvent can be harmful. If odor persists, call attendant. Do not place dry-cleaning articles in car until odor-free." Most states are not as well protected as Michigan, which has some of the strictest regulations of the coin-op business in the country.

The director of Indiana's Division of Industrial Hygiene suggests that people should not patronize establishments if they find a "definite odor" remaining in their clothes. J. Fred Kepler, who is currently writing an article on the subject for a state health department publication, says, "So far as I'm concerned, if you can smell the odor in the air, or if the odor is on the clothes, there's too much present. You don't have to be a scientist to tell this. Some machines are definitely better than others at removing solvent," he told Health Bulletin. The National Automatic Laundry and Cleaning Council speaks for coin-operated establishments. The council's executive secretary, Ward Gill, told Health Bulletin that "There is absolutely no evidence of a death or an injury caused by perchlorethylene." He pointed out that perchlorethylene had been experimented with as an anesthetic, but the concentrations used were far higher than those found in clothing. Asked if the council recommends any warnings on the machines, he said no, but "We do suggest that if there is an odor, the customer should let the garment air."

Several cases of side effects have been reported which seem to be related to perchlorethylene. Several were reported by John Soet, of the Michigan Bureau of Occupational Health. In one incident in 1962, a St. Joseph woman carried wet clothes home in her

50-50 Law

(Continued from page 3)
prices for such staple foodstuffs as bread, flour and rice. The SIU said that these proposals would push the cost to the American public, of supporting the farmer, up by some \$300 million a year. At the same time, the union noted, the cost to Agriculture of using U.S.-flag ships will be reduced by some \$50 million annually as the result of a new legal requirement which obligates Agriculture to pay only the dollar differential between American and foreign-flag ship rates, rather than the total cost of American-flag shipping, as it was formerly required to do.

"In view of this, your call for the elimination of U. S.-flag shipping can be characterized only as effrontery," the SIU said, "and causes us to renew our recommendation, which we made to the President's Maritime Advisory Committee last November, that you be replaced as Secretary of Agriculture."

Johnson Urges Congress Grant \$150 Million For Sea Research

WASHINGTON—President Johnson has placed a request for almost \$150 million before Congress to be used for ocean research. Although the amount is only slightly higher than last year's request, it is primarily focused on actual research projects, as the U.S. oceanographic research fleet building program is already virtually complete.

The U.S. is "looking forward to a period where our investment in ocean research may bear fruit in terms of faster and more comfortable transportation, more highly developed exploitation of our marine mineral and fisheries resources, increased pollution control, more accurate prediction of storms and tides that endanger life and property, and the strengthening of our national defense," the President said.

Three major efforts will benefit from this year's appropriation:

- Scientific exploration — seeking answers to the "how" and "why" of ocean phenomena.
- Geographic exploration—a try at describing the seas by finding the answers to the "what," "where" and "when" of the ocean's features.
- Ocean development—the application of scientific know-how and engineering technology to exploitation of the seas.

Outlook Changing

Traditionally looked upon as a means of transporting goods and as barriers to invasion, the world's oceans, which cover about 70 percent of the planet, are now increasingly looked upon as a vast source of natural resources and for the tremendous cloak of military concealment which they can provide.

The sea's huge and virtually untapped resources include food to maintain the earth's rapidly expanding population and minerals to feed growing industries. In the purely scientific realm, the seas are clues to the origin of the earth itself and possibly the universe. Increased exploration and exam-

ination of the sea could provide man with methods of controlling climate and reducing the dangers of natural disasters such as hurricanes, earthquakes, tornados, etc.

More and more, national defense is also tied to an ever expanding knowledge of what goes on deep beneath the ocean's waves.

President Johnson also announced that the government has started work on a nuclear-powered craft to explore ocean depths, hunt for new sources of raw materials, and pave the way for deep-sea mining.

The vehicle is expected to have much more freedom of movement, to be able to dive much deeper, and to stay down considerably longer than any present undersea

craft.

"This first nuclear-powered vehicle will be capable of operation . . . over an ocean-floor area several times that of the United States," the White House said.

In addition, the U.S. Navy has ordered a study to determine new and more effective salvaging techniques.

The program will focus upon the specific problems involved in surfacing large hulls from great depths. This will include studies of collapsible pontoons, special welding, lighting, cutting and manipulating tools, as well as a novel research project to evaluate the feasibility of various "sea-hut" models from which the divers will work.

Group Named To Study Sea-Level Canal Route

WASHINGTON—A five-man commission has been named by President Johnson to study the feasibility of and select the most suitable site for the construction of a sea level canal between the Atlantic and Pacific to replace or augment the present lock-type canal through Panama.

The U.S. began investigating possibilities for a new canal last year and no concrete decisions have so far been announced.

No decision has been made yet on whether the sea-level canal would be dug with nuclear or conventional explosives, whether it would be controlled by the U.S. alone or through an international arrangement, or whether construction would be financed solely by the U.S. or through an international compact.

Four possible sites are un-

der consideration for the new canal. One would involve conversion of the present lock-type canal through central Panama. This could be done by reworking the Gaillard Cut, formerly known as the Culebra Cut, and would involve closing the canal to traffic for only 12 days.

Other sites under consideration are a 60-mile route through eastern Panama; a 102-mile route across northern Colombia, and a 140-mile stretch across Nicaragua and Costa Rica.

No definite decision on the route for the new canal will be made for some time however, it has been pointed out, because it will take time to complete engineering surveys at the four sites so a technical decision can be made. At the same time, the U.S. would have to reach preliminary agreements on survey rights and operational procedures with the various nations involved. Technical, political and legal feasibility must be established before a definite choice of site can be made.

Difficulties concerning U.S. rights in the Panama Canal Zone arose during 1963 and led to anti-U.S. rioting in Panama with a subsequent break in diplomatic relations between the two nations. Diplomatic relations were later resumed, but much bad feeling has remained.

In addition to the political difficulties over the old canal, it has been clear for some time that the Panama Canal, opened in 1914, is becoming obsolete. It cannot handle modern vessels such as the giant supertankers and ore carriers, nor can it handle modern warships like the latest aircraft carriers. It has also been pointed out that the present lock-type canal would be highly vulnerable in time of war because bombing or sabotage by the enemy could easily put it out of action. A sea level canal would be much less vulnerable, and could accommodate ships of any length.

Labor-Sponsored Newscaster Wins Award



The George Polk Memorial Award for radio reporting has been presented to Edward P. Morgan (second from left), whose ABC broadcasts are sponsored each week night by the AFL-CIO. Morgan received his plaque at a luncheon in New York from Mrs. Adelaide Roe Polk, mother of the correspondent slain in Greece, in whose memory the award is given. At the same luncheon, Samuel F. Marshall (second from right), formerly with the Cleveland Plain Dealer newspaper and presently associate editor of the Communication Workers of America News, received the community services award from Dr. Gordon Hoxie (right), for his work in Cleveland.

Senate Group Plans Aid For Migratory Workers

WASHINGTON—A broad program to help speed the integration of the migrant farm worker into the nation's economic, political and social life as well as guaranteeing his right to organize was advanced by the Senate Subcommittee on Migratory Labor in its report to the Senate.

"The migratory worker lives and works under conditions that must be recognized for what they are—a national disgrace," said Subcommittee Chairman Harrison A. Williams, Jr. (D-N.J.), in a foreword.

Though "solid progress" has been made since the subcommittee was established five years ago, he wrote, "decades have left a stockpile of misery and deprivation." Programs have offered "antidotes for specific ailments," he continued, but "the root causes of the misery remain almost untouched" and are based in the fact that the average migrant farm worker earns only \$675 a year.

The subcommittee, hailing expiration of legislation permitting the importation of Mexican braceros for farm work, noted that most foreign laborers work under contracts providing benefits more favorable than those generally given domestic workers. It continued:

"The domestic agricultural worker has been largely excluded from those social advances which the rest of the nation takes for granted—the minimum wage, adequate child labor protection, unemployment insurance, full workmen's compensation and social security coverage, and federally protected rights to organize and bargain collectively.

Special Problems

"In addition, he is subjected to special problems in the areas of housing and sanitation, transportation, education, health and child care, voting requirements, job placement and job instability. Because of residence requirements, the migrant family frequently cannot even obtain public welfare assistance in times of need."

The subcommittee said an agricultural minimum wage should be provided by amendment of the Fair Labor Standards Act, increasing it over the years until the minimum in industry is matched. The piece rate system should be preserved, it added, and employers, sharecroppers and their immediate families should be exempted from the minimum wage requirement.

The National Labor Relations Act should cover migrant farm workers and give them the right to unionize, the committee maintained, with consideration given to the possibility of "new concepts which may be more suitable to a mobile, seasonal agricultural labor force than those afforded by the present federal labor laws."

In other areas the subcommittee recommended:

- Coverage of migrant farm workers by unemployment insurance laws, "or alternative methods of meeting the problem" such as federal grants to states to supplement state funds.

- Narrowing of the present federal restriction on child labor outside school hours to ban employment of children in farm work that may be dangerous or detrimental to their health.

- A study of the feasibility of federal workmen's compensation laws covering farm workers, in view of the continued lack of coverage at the state level and the interstate nature of recruiting and employment.

- Availability of public welfare assistance to the migratory farm family "on the basis of need without regard to the question of residence."

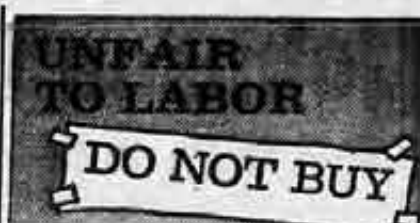
MSTS Spurs Increased Ship Charter Calls

NEW YORK—The Military Sea Transportation Service is spurring increased activity on the ship charter market with increased calls for vessels to carry military cargoes. MSTS officials report that the government shipping agency has chartered nine cargo carriers for extended voyages in recent weeks.

The nine freighters under MSTS charter primarily operate in the tramp market. The MSTS charters are for two to six months, with an option for renewal for periods ranging from 12 or 24 months.

The nine ships are scheduled to start loading cargoes from March 30 to May 29. Most of the vessels will load from West Coast terminals, although some will deliver cargoes to the Pacific side of Panama. The charter rates are from \$2,685 to \$3,300 per day.

U.S. maritime observers report the cargo carriers will probably sail for ports in Southeast Asia. According to these reports, increasing military commitments of the U.S. in the area make the chartering of vessels necessary, since the Navy tonnage could not meet the stepped up transportation requirements. The MSTS has not announced the destinations of the chartered ships.



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

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

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

⚡ ⚡ ⚡

Eastern Air Lines
(Flight Engineers)

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

⚡ ⚡ ⚡

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

Ships Of The Future To Be Speedsters

WASHINGTON—Merchant ships traveling at 100 knots an hour may be the one of the solutions to the continuing decline of the U.S. as a maritime power, according to a Maritime Administration researcher.

In an address before the Society of Automotive Engineers here, James A. Higgins of the MA's office of research and development said that "surface effect craft" which skim over the wave-tops, circumventing drag and friction, may provide a bright future for the U.S.-flag fleet.

U.S.-flag shipping is indeed in need of some type of maritime magic. In the days of sailing ships, this country moved 74 percent of its oceanborne cargo in its own ships. By 1866, this figure was down to 32 percent. Today, it is less than ten percent.

According to the MA researcher, the potential for reversing this trend appears to lie in "surface effect crafts"—vessels of 100 to 10,000 tons gross tons that can race across the ocean at speeds of 30-40 knots in 30-foot waves, 70 knots in eight-foot seas and 100 knots on smooth water.

Accent On Speed

Moving at least five times faster than most modern cargo ships, the surface effect ships—so named because they glide on, or just above the water—could compete with air cargo planes. Although not quite as fast as aircraft, the SES vessels can deliver containerized cargo four times as cheaply.

Before the "magic carpets" can be launched on a mass level, much detail engineering and cost analysis must be performed. There

are however, a number of such craft already afloat, like the U.S. Navy hydrofoil Highpoint and the Maritime Administration's own hydrofoil Denison.

N. Y. Court OKs Full Crew Railroad Law

The railroad full-crew law in New York state has been upheld by a state Supreme Court Justice in a comprehensive 50-page decision.

The railroads, seeking to cut crews to what rail unions regard as an unsafe limit, had argued that the law was unconstitutional. Under its provisions, freight trains of more than 25 cars are required to have a full six man crew—including an engineer, conductor and three brakemen.

The rail unions, who argued for the law, cited increased accident figures since the fireman was eliminated from the crew of many trains. No automated machinery can match the alertness and judgment essential to the safe maintenance of fast rail travel, the unions said.

Worldwide Fish Catch Hits Record

UNITED NATIONS — The world's fisheries industry set an all-time record for income and size of catch during 1963, the latest year for which figures have been made available by the UN's Food and Agricultural Organization.

That part of the catch which entered the international market was valued at \$1.7 billion, \$89 million higher than the figure for the previous year. The total catch was 46.4 million metric tons (2,204 lbs.), a rise of 1.1 million metric tons over 1962.

Peru supplanted Japan as the world's leading fishing nation, according to the report. Red China ranked in third place, the Soviet Union was fourth and the United States was fifth. The Peruvian catch has increased tremendously over the past 15 years. In 1963, it reached a record 6.9 million tons, a share higher than the catch of the previous leader, Japan.

The bulk of the Peruvian catch is composed of anchoveta, a small fish which swims in huge schools off the Peruvian coast. Anchoveta are reduced to fishmeal and used for oils or animal feeds.

Between them, Peru and Japan have accounted for a third of the world's total fish catch. Japan's position has continued to slide in recent years, however, as her local waters become more polluted and other nations join in the competition.

Third-ranking Red China reported a 1963 catch of five million tons. The Soviet catch was four million tons, and the U.S. catch was 2.7 million tons. Norway, Canada, South Africa and Spain followed.



Exploitation Of The Oceans Poses Knotty Legal Problems

Knotty jurisdiction problems that may arise from the expanding science of underwater sea exploration has prompted the establishment of a unique Law of the Sea Institute by the University of Rhode Island.

Milking the world's waterways has always had enormous money-making potential. As scientists gradually discover novel means of opening the seas to commercial exploitation, an increasing amount of legal infighting by global sea-powers seeking jurisdiction is to be expected. Within the next decade, experts predict that geological and mineralogical research alone will generate a new industry that could gross at least 50 million dollars a year.

Dr. John A. Knauss, dean of the Rhode Island University's Graduate School of Oceanography, along with Dr. Lewis M. Alexander, co-founder of the Institute, said that besides acting as an instrument to further the commercial cultivation of the ocean, the aim of the new school is to "bring together information on the law of the sea, provide for the exchange of ideas and information,

assist in the education of students and the public, and publish papers and synopsis of the proceedings."

Dr. Alexander added that the Institute would "contribute to the solution of some of the pressing problems of international rights in the oceans and seas of the world."

One of the "tangled issues" on the agenda is determining how far off shore a nation's boundaries extend. Some countries claim three miles, others six, twelve or even two hundred miles.

Also to be studied are long standing fishing rights quarrels, the use of ocean areas for nuclear and missile testing grounds and similar legal questions.

"The sea is getting smaller," Dr. Alexander stated, "and all these topics require continual research and analysis in the light of both changing technology and changing national and international interests."

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

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Indian Summer



The sunny port of Madras India provides the backdrop for these three smiling Steel Maker (Isthmian) crewmates. The Seafarers took time out from their pleasurable stay to pose for this photo. Everything's going great, they report. The climate's congenial and so are the girls. They are (l-r) William F. Duffy, Jim Johnson, and Jim Hand.

From the Ships at Sea

Brother Alexander Pulles, a 40-year veteran of the sea, dropped by the Baltimore hall to reminisce the other day. Shipping out since 1925, he has manned the decks of just about every type of sea-going craft. In the early days of his career, he sailed the freight-bearing, three-masted schooners that plied the waves between the Baltic and North Seas. A few years later, he found himself deck-side, aboard an icebreaker, in the very same waters. "Those days were plenty rough," he mused. I sure wouldn't want to go back." He shipped abroad the Isthmian Lines, joining the SIU in 1952. "It's absolutely the best union for seamen." Brother Pulles insists. "And don't forget the welfare and medical benefits, they come in handy."



Pulles

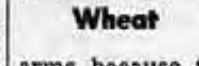
notified of his daughter's death. The family responded with a letter of thanks. A wreath and message of condolence were also sent to the family of H. Augins when his brother passed away. Brother Augins thanked members personally.



Lowderback

"I used to be a 97 pound weakling," claims an anonymous deck-hand aboard the Kyska (Waterman), "but after shipping out on this vessel, no bully in his right mind is going to mess with me. The chow was so good that I gained 80 pounds of solid muscle. "Go ahead," he challenged, flexing his well-fed biceps, "just try kicking sand in my face." Ship's delegate B. H. Lowderback, who related the above conversation, refuses to vouch for a single word. "But honest," he says, "the food was great and ditto the stewards, galley gang and messmen."

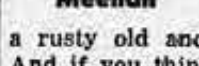
Have you ever heard seafarers complain that the food was too tasty, the roasts too juicy, the side dishes too expertly prepared? Well, announces G. E. Wheat, that's the way it is on board the Alcoa Mariner (Alcoa). The boys are all up in arms because the food is so good that five minutes after it's served, crewmen are lining up to get heaping plates of seconds. Dinner is a race, with the largest second portions going to the swift. "Not only that," moaned brother Wheat, pointing to his extended mid-section, "just take a look at this. I gained at least 15 pounds this voyage. The other members of the crew sympathized contentedly patting their own bulging bellies. The galley staff admitted, in the spirit of honesty and fair-play, that the complaints of the crew about the excellence of the meals was justified."



Wheat

Back in the days when merchant seamen were doing their bit to help win World War II, veteran newsman Walter Winchell used to begin his nightly radio broadcasts with an unforgettable salute to "Mr. and Mrs. America, and all the ships at sea." Winchell was confident that seafarers all over the world would receive his signal loud and clear. Perhaps to justify WW's confidence, even if only in memory, meeting chairman Charles Johnson reports that members of the crew on board the San Francisco (Sea Land) have asked that the ship's radio antenna receive some necessary attention and repair. Johnson notes that a ship's radio communications system is a matter of utmost importance to all on board, and the apparatus should be kept in tip-top shape.

If you want to know how the cracker crumbles on board the Del Mundo (Delta), the man to see is ship's delegate William J. Meehan. According to brother Meehan, there is nothing as soggy as a stale saltine. Unfresh sea biscuits hit belly-bottom like a rusty old anchor in a typhoon. And if you think keeping crackers crisp and crunchy is an easy job, you have another think coming. For example, did you know that crackers require light to stay fresh? Well, they do, and the crackerjack crew aboard the Del Mundo has requested that a 25-watt bulb be kept burning in the pantry crackerbox 24 hours-a-day.



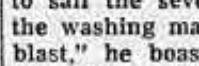
Meehan

Meeting secretary Tom Gordon of the Steel Recorder (Isthmian) reports that Seafarers responded with their traditional warmth and fraternity when double tragedy struck the crew. A wreath and message of sympathy were sent to the family of brother Bill Davis after he left ship upon being

has proved inadequate to supply the demands of overheated seamen. W. W. Worthington announces that the crew has requested a new ice-cuber.

Seafarers are among the world's greatest food experts. A vote of full-bellied satisfaction from a shipfull of Seafarers is worth a five-star Duncan Hines rating to any galley crew. The stewards and mess staffs aboard the following vessels have been awarded the Seafarers Stamp of Approval for Excellence of Chow and Service Beyond the Call of Duty: Transhudson (Hudson Waterways), Mt. Vernon Victory (Victory Carriers), Steel Fabricator (Isthmian), San Francisco (Sea Land).

Cleanliness is next to godliness, but in this modern age of technology and automation, cleanliness sometimes leads to complications. Brother P. Piasccik, meeting chairman of the Del Campo (Delta) claims that his mates are probably the cleanest crew



Piasccik

to sail the seven seas. "We keep the washing machines turning full blast," he boasts, "and that's the rub. Those washing machines are spinning so hot and heavy that the agitators are in danger of burning out, and we have to take special care to insure that the washers are kept full of water at all times to relieve the strain on the machines." Oldtimers will remember the days when washes were put through the wringer by hand, and all the strain was on the arms and shoulders. In those days the only thing that burned out was the patience of seafarers.

William D. Sherar, Ship's Delegate on the Ocean Pioneer (Pioneer Tankers) relays a special vote of thanks forwarded by the crew to Union Headquarters in appreciation for quick action taken to resolve a restricted to ship beef in Bahrein. Brother Sherar also informs us that the men asked that launch service be provided for crew members returning to the ship.

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.

DEL ORG (Mississippi), April 4—Chairman, Edward J. Riviere; Secretary, Claude A. Bankston. \$15.25 in ship's fund. Ship's delegate reported that everything is running smoothly. Brother John Rankin was elected to serve as ship's delegate. Motion made to contact patrolman about getting a clock for engine department.

Constitution, that assessment split dues from 1st quarter to 2nd quarter in order for some to be able to meet the requirement.

STEEL ADMIRAL (Isthmian), April 18—Chairman, Barney Speegle; Secretary, Mike Toner. \$26.38 in ship's fund. Some disputed OT in steward department. No beefs reported.

HUDSON (Victory Transport), March 27—Chairman, R. Olsson; Secretary, T. Lane. No beefs reported. It was recommended that a new washing machine be placed aboard ship, since there is only one for the entire crew.

TRANSERIE (Hudson Waterways), April 15—Chairman, N. Berry. Ship's delegate reported everything running smoothly. Department delegates reported no disputed OT. Only steward department is to pick up mail on arrival in port. Keep messroom clean at all times. Give steward list of who needs a new mattress.

STEEL DESIGNER (Isthmian), April 10—Chairman, Alfred H. Anderson; Secretary, William M. Hand. Department delegates reported no disputed OT. Engine delegate reported one man missed ship, but was replaced in New York. Ship's delegate reported everything O.K. Crew asked not to overheat the washing machine by washing clothes too long.

TOPA TOPA (Waterman Steamship), April 10—Chairman, B. Tippens; Secretary, F. Serway. Captain commends crew for very excellent and good voyage and expresses special appreciation for job done by steward department and all other departments. Department delegates reported no disputed OT. A vote of thanks to ship's delegate Brother Colbert R. Myric for job well done.

LA FITTE (Waterman), April 4—Chairman, W. Sibley; Secretary, R. Ridgeway. Ship's delegate reported that there are no beefs and all is O.K. No disputed OT reported by department delegates. Motion made that a better slop chest be put on board for next trip. Brother J. Misakian was elected to serve as new ship's delegate.

CITIES SERVICE NORFOLK (Cities Service Tankers), March 10—Chairman, William Morris, Jr.; Secretary, L. Wheeler. Brother E. Douget was elected to serve as new ship's delegate. No disputed OT reported by department delegates. Motion made that all S.I.U. ships be air conditioned.

STEEL SCIENTIST (Isthmian), April 4—Chairman, Jack Nelson; Secretary, Bill Stark. Ship's delegate reported that one man missed ship in Charleston, otherwise everything is O.K. No disputed OT reported by department delegates. Do not overload washing machine. Brothers asked to keep library circulating. Radiator in Deck shower leaks.

COEUR D'ALENE VICTORY (Victory Carriers), March 31—Chairman, Charles Rice; Secretary, R. McGulloch. Brother E. J. Zebrowski was elected to serve as ship's delegate. No beefs reported by department delegates.

RIDGEFIELD VICTORY (Columbia Steamship), April 10—Chairman, F. E.

DIGEST of SIU SHIP MEETINGS

Taylor; Secretary, J. B. Bazar. Ship's delegate reported that everything is O.K. No disputed OT. One man missed ship in Galveston. Brother J. Jeffcoat was elected to serve as new ship's delegate.

ROBERT D. CONRAD (Maritime Operations), March 2—Chairman, L. B. Lafoc; Secretary, J. C. Inglessis. Ship's delegate requested steward department to clean messroom tables more often. Some disputed OT in each department. Vote of thanks to the steward department for a job well done.

STEEL ARCHITECT (Isthmian), April 18—Chairman, Walter Nash; Secretary, John A. Maslow. Ship's delegate reported everything O.K. No disputed OT reported.

RACHEL V (Rachel), April 10—Chairman, J. Grimes; Secretary, A. Reasko. Brother Keiso was elected to serve as ship's delegate. No beefs reported by department delegates. Vote of thanks extended to all delegates for their cooperation.

WARM SPRINGS (Columbia), April 17—Chairman, James Sumpter; Secretary, Gilbert Troscclair. \$11.50 in ship's fund. Disputed OT reported in each department.

PENN SAILOR (Penn Shipping), March 4—Chairman, Durrell L. McCorvey; Secretary, J. P. Ballard. Ship's delegate reported that everything is running smoothly except for a few minor beefs. Motion that negotiating committee draw up a special agreement for retirement not exceeding 65 years. Also, an amendment to the



RURLY

HOW ABOUT FIXING ME UP WITH A DATE WITH ONE OF YOUR FRIENDS, MAMIE?

O.K.

THIS IS GINA, BOYS—

WOW! WOWEE!

WHATS A MATTER, NUTSY—NUTHIN' WRONG WITH HER—?

HECK, NO! IT'S ME—I CAN'T SWIM!!!

Fast Turnaround Hurts Seafarer Artist's Style

Seafarer Joseph C. Furton is, admittedly, no threat to Picasso, but he likes to paint. In fact, he's turned out some of his best canvasses aboard ship. Water colors, of course. The trouble is, there just doesn't seem to be enough time to paint anymore.

Shorter Trips

"For one thing," brother Furton says, "the modern trips are shorter. And to tell the truth," he admits with a grin, "I guess I just don't have the patience I used to have."

These days he spends most of his leisure time at sea reading.

"We now have excellent libraries aboard ship," Furton declares. "There is a wide enough selection of books to satisfy every taste. Reading is like sailing. There are always new things to learn and new places to discover. Every book is like shipping out to a country you've never seen before. I think that's one of the reasons that seafarers are among the world's heaviest readers. The some spirit of adventure is a strong element of both experiences."

But once an artist, always an artist, and brother Furton hasn't hung up his brush. He's just changed locales.

"I do my painting at home now," he says, "in Grosse Point, Michigan. Painting seems to help me relax. I do it just for the fun of the thing. I don't try to sell any of my work."

A bosun, brother Furton has been sailing since 1943, the year he joined the SIU.

SIU Is A-O.K.

"The Union is A-O.K. with me," he says. "It protects the seaman while he's sailing and takes care of him when he's ready to retire. The

pension and medical benefits are tops. I'm proud to belong."

Brother Furton prefers to sail aboard dry cargo freighters rather than tankers.

"I like the dry cargo vessels," he insists. There's more to do at sea and you get a longer stay in port, something all sailing men appreciate."

Australia is one of the few ports that Furton has never visited, but he's aiming to correct that in due time.

"The places that interest me most," he says, "are the places I've never seen. I like to make new ports. You get tired of seeing the same old places over and over again."

"In that sense," Furton says, "I suppose that the seaman and the artist are alike. The ports are always greener on the other side of the sea."



Furton

Bombay Buddies



Off the SS Steel Maker and taking it easy on a good stay in Bombay are (l-r) Vernon Hopkins, A.B., Melville McKinney, D.D.M., and a Seafarer known to all of his shipmates as "Pop The Firemen." The boys claim that Bombay is among the best of ports. They have been spending their hours taking the sun and seeing the sights. Quite a few of their SIU brothers are also enjoying a short stay in the Eastern port.

Novel Idea Won Seafarer Safety Award

The fact that every Seafarer can contribute something to shipboard safety by just using his imagination was pointed out recently by Seafarer Walter Karlak.



Karlak

Karlak, who was waiting to ship out at New York, told a LOG reporter of an incident a few years back when one of the A.B.s aboard the Steel Worker came up with a novel safety device that was put into service on the vessel.

"By welding extra stanchions to the gangway at a 45-degree angle," Karlak said, "and tying a cargo net from the side of the ship completely under the gangway, any member of the crew who falls will be safeguarded against serious injury, prevented by the net from hitting the dock."

"This device won the thoughtful A.B. a Safety Award of \$250," according to Seafarer Karlak.

LOG-A-RHYTHM:

Delusions

By Henri Percikow

Since a time when shadows
Marked the circle of the day,
There were men who shunned
Breaking of bread
From common harvest.

Today they glance at life
Along a door-manned street.
Dreaming, they rush,
To climb a silken rung,
And so escape their working brothers.

Hitched to glamor highways
Spun onto dead-end roads,
The wreckage of their years is strewn.
Behind the danger cordon
They are now but masks of death.

National Defender Cook's Corner



William Cameron, 2nd cook aboard the National Defender, snapped this picture of his smiling messmates. Standing L-R: Ernest Colbert Jr., saloon messman; Edward (Bubber) Webbs, 3rd cook; Lauri Edstroms, chief cook; Emil Gomez, crew pantryman; Kneeling: Homer Ringo, Steward; Joseph Hilliard, crew messman. The steward department contingent said that teamwork is the most important factor in turning out good chow and they praised the SIU's Steward Recertification Program for keeping them informed on the latest steward department procedures.

AFOUNDRIA (Waterman Steamship), March 14—Chairman, Jack D. Kennedy; Secretary, Frank A. Radzivila. Ship's delegate reported everything O.K. Deck department reported some disputed OT. Engine department reported some disputed OT. Steward department reported everything O.K.

LOS ANGELES (Sea-Land), April 16 — Chairman, Leo Bruce; Secretary, S. M. Simos. Ship's delegate reported all repairs have been taken care of. Vote of thanks to the steward department for a job well done. Vote of thanks to deck and engine departments for doing such a fine job. In port and at sea bunk should be made all the time. No beefs reported by the department delegates. The crew should have use of the recreation room as there is no one using it now.

SEAMAR (Calmar), April 14—Chairman, James Long; Secretary, George Litchfield. Ship's delegate reported everything O.K. Some disputed OT in deck department. Engine department and steward department reported no disputed OT.

C.S. MIAMI (Cities Service), April 15 — Chairman, A. Capote; Secretary, Jack Bentz. Ship needs new fans for deck department. Ship's delegate reported beef about preparation of food. Department delegates reported no disputed OT. Brother Jack Bentz was elected to serve as new ship's delegate. Vote of thanks to resigning ship's delegate, Brother Myred, for job well done.

DEL AIRES (Delta), April 4—Chairman, Earl F. Sedlock; Secretary, B. G. Williams. Brother Bobbie G. Williams was elected to serve as ship's delegate. Department delegates reported no disputed OT and everything running smooth. Repair list taken care of.

PENN VANGUARD (Penn Shipping), March 29—Chairman, P. D. Zellner; Secretary, R. Danilson. Ship's delegate reported everything O.K. Department delegates reported no beefs or OT. Vote of thanks to steward department for job well done.

TRANSBAY (Hudson Waterways), March 19—Chairman, W. A. Wallace; Secretary, L. B. Moore. No beefs reported by department delegates. Brother John Maher was elected to serve as ship's delegate. Discussion on rusty water. Drains in galley to be fixed. Discussion on safety of repairs to aft winch. It was recommended that the hole in deck over storeroom be repaired immediately.

BETHTEX (Bethlehem Steel), April 11—Chairman, R. Ridgway; Secretary, C. Gill. No beefs reported by department delegates. Motion made that the 90-day minimum vacation plan be dropped to a 10-day minimum, payable on demand. Vacation check when men are off ship during a strike. Vote of thanks extended to the steward department for a job well done.

WILMAR (Calmar), April 11—Chairman, T. A. Jackson; Secretary, J. O'Toole. Brother J. T. Eller was elected to serve as ship's delegate. No beefs reported by department delegates. Vote of thanks to the steward department for a job well done.

MORNING LIGHT (Waterman), April 10—Chairman, R. Byrd; Secretary, R. Bullock. Ship's delegate reported that

there are no beefs and all is O.K. No disputed OT reported by department delegates. Brother Irving Bickford was elected to serve as new ship's delegate.

DEL NORTE (Delta), April 9—Chairman, Robert Callahan; Secretary, Bill Kaiser. Ship's delegate reported that a vote of thanks should be given to the first engineer for taking care of repairs needed. No disputed OT reported by department delegates. Brother Peter Gonzalez was elected to serve as new ship's delegate.

COTTONWOOD CREEK (Bulk Carriers), April 13—Chairman, R. Stough; Secretary, R. Keefe. No disputed OT reported by department delegates. Ship's delegate reported that there are no beefs and all is O.K.

ATLAS (A. L. Burbank), April 2 — Chairman, A. Hirsch; Secretary, K. Lynch. New refrigerator requested by crew members. No beefs reported by department delegates. Brother A. Hirsch re-elected to serve as ship's delegate.

STEEL MAKER (Isthmian), March 11 — Chairman, H. Curran; Secretary, E. A. Anderson. No disputed OT reported by department delegates.

PRODUCER (Marine Carriers), March 28—Chairman, L. Reinchuck; Secretary, J. G. Lakwyk. New ship's delegate was elected to serve. No beefs or OT reported by department delegates. Steward department requested crew to keep messhall tables and pantry clean at night.

DIGEST of SIU SHIP MEETINGS

YORK (American Bulk Carriers), April 15—Chairman, Seymour A. Heinfing; Secretary, Alvin L. Dodd. No disputed OT reported by department delegates. Motion made that letter regarding room and meal allowances be sent to Headquarters. It was suggested by the steward department that the crew be more conservative with the coffee, and not waste so much.

GLOBE CARRIER (Maritime Overseas), April 11—Chairman, J. Flood; Secretary, M. Phaul. Department delegates reported no beefs. Deck delegate reported some disputed OT. Vote of thanks to the steward department for a job well done.

STEEL ADVOCATE (Isthmian), April 11 — Chairman, N. Ellis; Secretary, D. P. Eldemire. Ship's delegate reported everything running smooth. Department delegates reported no disputed OT.

SPITFIRE (American Bulk Carriers), April 17—Chairman, H. S. Christensen; Secretary, Jos Timlin. Ship's delegate reported galley range to be repaired. Hot water tank to be fixed in galley. Department delegates reported everything running smoothly. Hot water urn for crews mess requested for tea and coffee.

Strike Aid Brings Thanks

To the Editor:

We are happy to inform you that District 65's strike against Bloomingdale's has been brought to a successful conclusion.

As a result of this strike and the support that the SIU gave to it, the 3,700 striking Bloomingdale's workers obtained wage increases, improved job security, additional sick leave,

perfectly all right, and then sent me home. My leg continued to cause me severe pain, however. So I decided to seek the aid of the SIU Clinic. There, the X-rays told a different story. Thanks to the care and attention of the SIU medical staff, a serious fracture was discovered. I was immediately driven to a specialist to receive the proper medical attention.

I would like to extend my heartfelt thanks to the SIU, the clinic and the union's medical personnel for saving my leg.

Dominick Venezia

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.

and many other gains under the terms of the new contract.

On behalf of the officers of our Union and the Bloomingdale's workers, we wish to express our sincere appreciation to the SIU and its members for the assistance rendered during this all important struggle against the powerful Bloomingdale's Company, which is part of a federated chain.

Your support and the knowledge that the SIU supported us in the strike was a big factor in bringing it to a successful conclusion.

Frank Brown
Vice President
District 65
RWDSU

Seafarer Praises Welfare Plan

To the Editor:

I find it mighty hard to find words to show my appreciation to the SIU for having such a wonderful Welfare Plan. The Welfare Plan was so prompt in paying the medical bill that I recently ran up and I would just like to say that I appreciate it very much.

As an oldtimer, I remember many years ago when the SIU was on Beaver Street, and one of the union representatives said to me, "Frank, what do you think about the Union having a Welfare Plan," and I said it would be good but did not believe it could happen. Well it certainly did happen and what a great thing it was for all Seafarers to know that they had the Welfare Plan standing behind them. Once again I would like to thank the SIU.

Fraternally,
James F. Barrett

Pension Benefits Bring Thanks

To the Editor:

Just a few short lines to let you know of my deep and sincere appreciation for the SIU pension checks that are guaranteeing the security of my retirement years. Every month, promptly, the \$150 checks arrive at my home. And I have the additional security of being assured that they will continue to do so for the rest of my life.

S. Adler

SIU Men Recall Sea Tragedies Caused By Nazi Killer U-Boats

Seafarer John Michailis—a seasoned veteran of World War II shipping, and an active participant in many a peacetime rescue operation—has seen more than his share of both man-made and naturally caused sea-tragedies. According to brother Michailis, the human variety is, by far, the most deadly.

"Believe me," he declares, "old lady Ocean is no match for man when it comes to destruction. The sea has many tricks up her sleeve, but man outkills them all.

Hiliter's Barracuda

"Take those steel-jacketed barracuda," he says, referring to Nazi Germany's deadly fleet of World War II submarines. "I remember shipping out as an oiler aboard the old Alcoa Guide during the early years of the war. We were sitting just off the North Carolina Coast, enjoying pleasant weather and calm seas. Suddenly, from out of nowhere, a German U-boat surfaced and bore down on us, guns blazing.

"Our vessel was totally helpless, unprotected by either armor-plating or weapons. All we could do was scurry for cover as shells dropped all around us.

A Scream Of Pain

"Then I heard a short, sharp scream of pain from one of the crew. I stood helpless as the shrapnel-torn body of the helms-



Michailis



Adams

man fell from the wheelhouse to the deck.

"For a second it was like a dream, with everything taking place in slow motion.

"It was a young kid who had signed on the previous week.

"We picked the boy up and

carried him below. But it was no use. Too late. He must have been dead by the time he hit the deck. Poor kid, he couldn't have been more than eighteen.

Laconia Disaster

"Now, I've seen my share of natural catastrophes at sea," brother Michailis continues. "I was aboard the Halycon Panther a few years ago when the Greek freighter Laconia burned to a charred hulk. We manned the lifeboats, hunting for survivors. Our boat picked three dead bodies out of the water, two of them women who died of exposure. But that was an accident. This U-boat thing, though, I've never experienced anything like it. It was just plain murder."

Seafarer Walter P. Adams adds a heartfelt a-men to brother Michailis' horror of submarines. And no wonder. He still remembers that ill-fated week in 1942 when his ship was sunk by a German U-boat and he spent seven agonizing days in a drifting lifeboat.

"Back in those days," he recalls, "the war was plenty hot, I was one of the crew manning the American freighter Thomas McKay. About two days out of Trinidad, at seven-thirty in the morning, the German submarine attacked without warning.

"I was in the galley, preparing to serve breakfast, when suddenly—BAM—the torpedo hit and the McKay started down, but fast.

"We took to the lifeboats and went over the side. A few seconds later, the McKay was gone.

"I'll never forget the way that sub pulled alongside our lifeboat,

and a German, who spoke perfect English, asked for our captain. When they learned that the captain was not aboard, the German's took off, leaving us to drift with our wounded.

"Four of the crew were killed on deck by the attack, and one of our wounded died in the raft. We had to bury him at sea.

"Short of food and water, we drifted for seven nightmarish days before finally washing ashore in the Virgin Islands. There we spent four more days layed up in a hospital, recovering from the effects of shock and exposure.

Freighter Bombed

"You know," Brother Adams recalled, "I had another close call with the Huns back in 1943. My freighter, the Benjamin Wilson, was bombed by German aircraft. But I was luckier that time. The freighter was moored at London, and I had just gone ashore.

"I'll tell you one thing," Adams declared, "I sure was glad when the war ended."

Quitting Ship? Notify Union

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

Big Doings



Bos'n Carlton Moore secures one of the Steel Executive's two giant lifeboats. Each of the 28-foot long boats has a 900-cubic-foot capacity and can hold 70 passengers. Asked if he had ever manned one by necessity, Moore replied, "never, and I hope I'll never have to. I'm quite content just slapping a second coat of paint on her right here at Lambert's point." Moore, formerly of Portsmouth, said that the crew will work on the second lifeboat at the next port, New York. Each lifeboat can hold the ships' entire crew should anything prevent the launching of the other. In addition, each boat is equipped with eighty feet of cable, which permits lowering from the boat dock to the water.

Holding The Bag



The Del Norte's new ship's delegate, Peter Gonzalez receives "Briefcase of Ship's Business" from former delegate Robert Callahan. Gonzalez, a reefer utility man, appeared a little wary during the presentation ceremonies. "I hope that I'm not going to 'get the business'" he quipped. Brother Callahan smiled and kept mum, refusing further comment. "I have absolutely nothing to say for publication," he declared, "I'm not letting the cat out of the bag."

Passengers' Poem Lauds SIU Chow

Good food, like a beautiful woman, spurs men on to achieve works of poetic wonder. Inspired by the chow dished out aboard the Robin Gray, the creative passengers composed the following Ode to The Robin Gray Steward Department:

The passengers on the Robin Gray,
Who feast and feast from day to day,
Wish it known that our daily cuisine,
Is of quality fit to please the Queen.
The menus are varied and tastily served,
The proof is that none of us eats like a bird,
To the regular joy of our day to day "eats" a
Special delight was yesterday's pizza.
To our chef we say "thanks" forever and always,
For we're still in your care for about fourteen more days.

SIU ARRIVALS and DEPARTURES

All of the following SIU families have received maternity benefits from the Seafarers Welfare Plan, plus a \$25 bond from the Union in the baby's name:

Regina Pitre, born February 20, 1965, to the Raymond Pitres, Marrero, La.

Pamela Ann Stone, born December 12, 1964, to the Louie Stones, Berwick, La.

James M. Kelly, born February 15, 1965, to the James Kellys, Lakewood, Ohio.

James Lindsey Netherton, January 27, 1965, to the Zane Nether-

tons, Blackshear, Ga.

Lisa Garzone, born February 2, 1965, to the Pasquale Garzones, Staten Island, N.Y.

Stephen James Martin, born December 2, 1964, to the James A. Martins, New Orleans, La.

Veronica J. Sullivan, born February 21, 1965, to the James E.

Sullivans, So. Toms River, New Jersey.

Cynthia Charlene Conner, born November 30, 1964, to the Charlie C. Conners, Houston, Texas.

David Durham, born March 7, 1965, to the Garth Durhams, Chickasaw, Ala.

Jakie Faircloth, born January 12, 1965, to the Jakie Faircloths, New Orleans, La.

James Harris, born March 3, 1965, to the James Harris, Salisbury, North Carolina.

Michael Weekley, born July 18, 1964, to the Joseph E. Weekleys, Biloxi, Miss.

Amy Frances La Porte, born February 15, 1965, to the James La Portes, Detroit, Mich.

Kevin Michael Drake, born November 27, 1964, to the Donald Drakes, Saginaw, Mich.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan (any apparent delay in payment of claims is normally due to late filing, lack of beneficiary card or necessary litigation for the disposition of estates):

Tonnes Hofve, 40: Brother Hofve was reported missing at sea on Oct. 22, 1960, from aboard the Orion Planet, near Trondheim, Norway. A member of the SIU since 1952, he sailed in the steward department. He is survived by his sister, Ingaborg Maland.

James Billy Dyess, 31: Brother Dyess died July 25, 1964, of accidental causes, in New Orleans, La. A member of the deck department, he joined the Union in 1951. He is survived by his ex-wife, Mrs. Norma Ruth Dyess. Burial was in the Lake Lawn Park Cemetery, New Orleans, La.

George C. Truesdale, 57: Brother Truesdale succumbed to a stomach ailment in Jacksonville, Fla., on Nov. 12, 1964. A member of the Union since 1948, he sailed in the deck department. His wife, Mrs. Rosamond Arlene Truesdale, survives. He was buried in the Evergreen Cemetery, Jacksonville, Fla.

Tully Robertson, 72: Brother Robertson died Nov. 10, 1964, in Dallas, Texas, of natural causes. A member of the Union since 1939, he sailed in the steward department until he retired in 1957. Surviving is his wife, Mrs. Mattie Jo Robertson. Burial was in the Forest Lawn Cemetery, Dallas, Texas.

Nelson John Wood, 64: Heart disease proved fatal to Brother Wood on Dec. 1, 1964, while at home in Brooklyn, N.Y. A member of the SIU since he joined in 1946, he sailed in the steward department until his retirement in 1963. His daughter, Mrs. Audrey McGovern, survives. He was cremated at the Fresh Pond Cemetery, Middle Village, N.Y.

John Carey Hawk, 23: Brother Hawk died Dec. 23, 1964, in San Francisco, of injuries received in an accident. A member of the SIU since 1958, he sailed in the engine department. John Hawk, the father of the deceased, was named administrator of his estate. Burial was in the Olivet Memorial Park Cemetery, Colma, Calif.

Vernon Joseph Hall, 41: An abdominal ailment proved fatal to Brother Hall on Dec. 2, 1964, while he was aboard the Margaret Brown in Karachi, Pakistan. A member of the deck department, he joined the SIU in 1939. He is survived by his wife, Mrs. Larleitta C. Hall. Burial was in Mobile, Ala.

Francis W. Cahill, 59: Brother Cahill died of a heart ailment on Nov. 19, 1964, in Cleveland, Ohio. A member of the SIU-Great Lakes Tug and Dredge Region since 1961, he sailed as a deckhand. He is survived by his brother, John Cahill. Burial was in the Holy Cross Cemetery, Cleveland, Ohio.

Grover Cleveland Maddox, 53: Brother Maddox died Dec. 3, 1964, in Duval, Fla., of a lung ailment. A member of the SIU since he joined in 1951, he sailed in the deck department. He is survived by his brother, Martin G. Maddox. Burial was in Rock Hill, S. C.

Benjamin Licado, 53: Brother Licado succumbed to a heart attack March 14, 1965 aboard the Alcoa Master in Newark, New Jersey. A member of the Union since 1955, Brother Licado sailed in the stewards department. He is survived by his wife, Beatrice. Brother Licado was buried in Maryland.



SEAFARERS in DRYDOCK

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

- USPHS HOSPITAL STATEN ISLAND, NEW YORK**
- | | |
|------------------|------------------|
| Ahmed Ahmed | Serafin Lopez |
| Conway Beard | M. Martsangelos |
| W. Bechivianis | Gerard McCarthy |
| Robert Burton | Warren McIntyre |
| Michael Cekot | David McKinley |
| Dan Covaney | George Meltzer |
| David Collins | Norway Morris |
| Thomas Cox | Al Nelson |
| G. Crabtree | Otto Niessner |
| James Cronin | Frank O'Brien |
| E. Cuenca | Nikodem Olen |
| Fernando Dacanay | Aniceto Pedro |
| Daniel Doheny | Vincent Quinn |
| Leahman Denton | E. Reyes |
| Dominick Fois | Henry Richardson |
| Stanley Friedman | Robert Roedel |
| Robert Gabel | Joe Saxton |
| James Gillian | A. Scaturro |
| Julio Gonzalez | Warren Smith |
| Charles Haymond | Henry Stanczak |
| Grant Johnson | George Trapelas |
| Al Karczewski | Samuel White |
| Lawrence Kehoe | Jack Woods |
| W. Kowalczyk | James Xidias |
| Robert Kuczynski | |
| James Lewis | |

- USPHS HOSPITAL NEW ORLEANS, LOUISIANA**
- | | |
|-------------------|------------------|
| Earl J. Adams | C. E. Cummings |
| Aleck Lee Alford | F. P. Daugherty |
| Stanley Barras | Harry D. Emmett |
| Joseph P. Barraco | Marshall Foster |
| Howard A. Bergine | Luis Franco |
| D. L. Blackman | Clayton Frost |
| C. W. Breedlans | James E. Gamble |
| John P. Brooks | M. L. Gominio |
| Joseph Carr | Stanlon L. Grice |
| Jack B. Cheramie | Eric Gromberg |
| J. C. Childress | Wade B. Howell |
| Mallory Coffey | Walter Harris |

- | | |
|-------------------|-------------------|
| Leon M. Hinson | Gerald G. Raynal |
| Timothy R. Holt | James Regan |
| Frank F. James | Sam Robinson |
| Wm. E. Kennedy | P. I. Scanlan |
| Richard A. Kinney | Shelby Sizemore |
| Percy J. Libby | Daniel W. Sommers |
| Lawyer McGrew | Wilber Sorenson |
| Lionnie McKenna | William H. Todd |
| Ethel Messonnier | Thomas A. Trehern |
| Andrew Mie | Gregoria Troche |
| C. Nixon | Angel J. Urti |
| F. H. Nobles | Joseph Vanacor |
| Carl J. Palmquist | John Ward |
| V. P. Pizzitolo | Anthony J. Zanca |

- USPHS HOSPITAL BALTIMORE, MARYLAND**
- | | |
|-------------------|--------------------|
| Joseph B. Arco | S. Messina |
| Joseph E. Caunder | William Nickel |
| Antonio Carrano | Frank Ortiz |
| Richard Carter | James Pendergrass |
| N. J. Duhadaway | William Sargent |
| Philip Jeffers | Clyde Van Epps |
| Justice P. Hughes | Luther E. Zatorski |
| Eric Johnson | |

- USPHS HOSPITAL NORFOLK, VIRGINIA**
- | | |
|-------------------|-------------------|
| John Armstead | Greddie C. Ingram |
| Basilio Boschi | Marion Luksa |
| Benjamin Brinkley | Hertford B. Rice |
| A. J. Jarvis | Ralph V. Twiddy |
| Charles A. Jarvis | H. C. Willingham |

- USPHS HOSPITAL JACKSONVILLE, FLORIDA**
- | | |
|-----------------|---------------------|
| A. N. Kitchings | F. Marvin Rose, Jr. |
| R. B. Pardo | H. A. Simons |
| C. E. Lee, Jr. | |

- USPHS HOSPITAL BRIGHTON, MASSACHUSETTS**
- | | |
|-------------------|----------------|
| Gene Adkins | Augustus Hetty |
| Lawrence Campbell | John Keegan |

- USPHS HOSPITAL GALVESTON, TEXAS**
- | | |
|------------------|-------------------|
| Charles Cornitus | Leonard A. Polk |
| John H. Edgerton | Harry G. Reynolds |
| R. Fontana | Dave E. Roberts |
| Edw. Kocanowski | Wm. C. Scruggs |
| Walter Lockerman | Frank Taylor |
| Walter McDonald | James L. Ward |
| A. Nelson | James E. Walker |
| Gustave Osuna | E. C. Yeamans |

- USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA**
- | | |
|---------------------|---------------------|
| Felix P. Amora | V. V. Gontarski |
| Alexander Di Brodie | Pablo R. Ojera |
| Lawrence Bartlett | H. K. Shellenberger |
| Edison R. Brown | Simeon Vergara |
| S. Escobar | Patrick C. White |
| G. W. Fournier | Francis J. White |

- USPHS HOSPITAL CHICAGO, ILLINOIS**
- | | |
|----------------|---------------|
| Harold Carroll | Harold Murphy |
| Ray Kersten | |

- USPHS HOSPITAL SEATTLE, WASHINGTON**
- | | |
|---------------|-------------------|
| D. L. Bryant | B. G. Garrino |
| R. W. Burner | H. I. Nichols |
| H. McCullough | H. D. Silverstein |
| F. X. Donovan | B. Spear |

- USPHS HOSPITAL DETROIT, MICHIGAN**
- | | |
|------------------|--------------------|
| Leroy Axline | Francis McGuire |
| Ralph Bocco | Thomas McGuire |
| Comer Burney | William May |
| Viola Hull | James Meadows |
| Joseph Jarvis | Fred Stansfield |
| Kenneth Kane | Nicholas Telegadas |
| Herbert Kangars | Earl J. Theisen |
| Elmer Koch | Clarence Troy |
| George Koehler | John Waterman |
| Richard Kujawa | Ben Williams |
| Clarence Lenhart | Ray Wimsett |

- USPHS HOSPITAL FORT WORTH, TEXAS**
- | | |
|--------------|----------------|
| B. Deibler | Abraham Mander |
| Abe Gordon | Max Olson |
| Thomas Leahy | |

- SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK**
- | | |
|----------------|-----------------|
| Daniel Gorman | Thomas Isaksen |
| A. Gutierrez | William Kenny |
| Edwin Harriman | Harry MacDonald |

- USPHS HOSPITAL MEMPHIS, TENNESSEE**
- | | |
|------------|-------------|
| Paul Lacey | James McGee |
|------------|-------------|

- U.S. SOLDIERS HOME HOSPITAL WASHINGTON, D.C.**
- | | |
|-----------------|--|
| William Thomson | |
|-----------------|--|

- VA HOSPITAL LONG BEACH, CALIFORNIA**
- | | |
|--------------|--|
| R. Arsenault | |
|--------------|--|

- VA HOSPITAL ANN ARBOR, MICHIGAN**
- | | |
|---------------|--|
| Robert Asbahr | |
|---------------|--|

- VA HOSPITAL WEST HAVEN, CONNECTICUT**
- | | |
|----------------|--|
| Paul Kolesnick | |
|----------------|--|

- VA HOSPITAL HOUSTON, TEXAS**
- | | |
|---------------|--|
| Thomas Manion | |
|---------------|--|

- VA HOSPITAL HINES, ILLINOIS**
- | | |
|-------------|--|
| Oscar Kvaas | |
|-------------|--|

- PINE CREST HAVEN NURSING HOME COVINGTON, LOUISIANA**
- | | |
|--------------|--|
| Frank Martin | |
|--------------|--|

- CAMARILLO STATE HOSPITAL CAMARILLO, CALIFORNIA**
- | | |
|--------------|--|
| David Taylor | |
|--------------|--|

- PENNSILVANIA GENERAL HOSPITAL SALISBURY, MARYLAND**
- | | |
|----------------|--|
| Richard Savage | |
|----------------|--|

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.

LET 'EM KNOW!
Write TO THE LOG

Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

PRESIDENT
Paul Hall

EXECUTIVE VICE-PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard
Al Tanner

SECRETARY-TREASURER
Al Kerr

HEADQUARTERS REPRESENTATIVES
Bill Hall
Ed Mooney
Fred Stewart

BALTIMORE 1216 E. Baltimore St.
Rex Dickey, Agent

BOSTON 177 State St.
Ed Riley, Agent

DETROIT 10225 W. Jefferson Ave.
Vinewood 3-4741

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

HOUSTON 5804 Canal St.
Paul Drozak, Agent

JACKSONVILLE 2608 Pearl St., SE, Jax
William Morris, Agent

MIAMI 744 W. Flagler St.
Ben Gonzales, Agent

MOBILE 1 South Lawrence St.
Louis Neira, Agent

NEW ORLEANS 630 Jackson Ave.
Buck Stephens, Agent

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

NORFOLK 115 3rd St.
Gordon Spencer, Acting Agent

PHILADELPHIA 2604 S. 4th St.
in Pay, Acting Agent

SAN FRANCISCO 350 Freemont St.
Paul Gonsorcik, Agent

SANTURCE PR 1313 Fernandez
Stop 20

Keith Terpe, Hq. Rep. Phone 723-8594

SEATTLE 2305 1st Ave.
Ted Babkowski, Agent

TAMPA 312 Harrison St.
Jeff Gillette, Agent

WILMINGTON, Calif 505 N. Marine Ave.
Frank Boyne, Agent

Great Lakes

SECRETARY-TREASURER
Fred J. Farnen

ASSISTANT SECRETARY-TREASURER
Roy Boudreau

ALPENA 127 River St.
EL 4-3616

BUFFALO, NY 735 Washington
TL 3-8259

CHICAGO 9383 Ewing Ave.
So. Chicago, Ill.

CLEVELAND 1420 West 25th St.
Main 1-5450

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

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

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

Inland Boatmen's Union

NATIONAL DIRECTOR
Robert Matthews

GREAT LAKES AREA DIRECTOR
Pat Finnerty

BALTIMORE 1216 E. Baltimore St.
EAslern 7-4900

BOSTON 276 State St.
Richmond 2-0140

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

HOUSTON 5804 Canal St.
WAlnut 8-3207

JACKSONVILLE 2608 Pearl St., SE, Jax
ELgin 3-0987

MIAMI 744 W. Flagler St.
FRanklin 7-3564

MOBILE 1 South Lawrence St.
HEmlock 2-1754

NEW ORLEANS 630 Jackson Ave.
Tel. 529-7546

PHILADELPHIA 2604 S. 4th St.
Tel. 622-1892-3

NORFOLK 115 Third St.
DEwey 6-3838

TAMPA 312 Harrison St.
Tel. 229-2788

GREAT LAKES TUG & DREDGE REGION

REGIONAL DIRECTOR
Robert Jones

Dredge Workers Section
ASSISTANT DIRECTOR
Richard L. Tillman

BUFFALO 94 Henrietta Ave.
Arthur Miller, Agent

CHICAGO 2300 N. Kimball
Trygve Varden, Agent

CLEVELAND 1420 W. 25th St.
Tom Gerrity, Agent

DETROIT 1570 Liberty Ave.
Lincoln Park, Mich.

Ernest Demerse, Agent DU 2-7694

DULUTH 312 W. Second St.
RAndolph 7-6222

SAULT STE. MARIE
Address mail to Brimley, Mich.

Wayne Weston, Agent BRimley 14-R 5

TOLEDO 423 Central St.
CH 2-7751

**Tug Firemen, Linemen,
Oilers & Watchman's Section**
ASSISTANT DIRECTOR
Tom Burns

ASHTABULA, O. 1644 W. Third St.
John Mero, Agent

BUFFALO 18 Portland St.
Tom Burns, Agent

CHICAGO 9383 Ewing, S. Chicago
Robert Affleck, Agent

CLEVELAND 1420 W. 25th St.
W. Hearn, Pro-Tem Agent

DETROIT-TOLEDO 12948 Edison St.
Max Tobin, Agent

Southgate, Mich.
Avenue 4-0071

Foreign Payoff? Leave Clean Ship

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

DULUTH Box No. 66
South Range, Wis.
Ray Thomson, Agent Export 8-3024

LORAIN, O. 118 E. Parish St.
Sandusky, Ohio
Harold Rothsatz, Agent MAIn 6-4573

MILWAUKEE 2722 A. So. Shore Dr.
Joseph Miller, Agent SHerman 4-6645

SAULT STE. MARIE 1086 Maple St.
Wm. J. Lackey, Agent MEIrose 2-8547

Rivers Section
ST. LOUIS, MO. 805 Del Mar
L. J. Colvis, Agent CE 1-1434

PORT ARTHUR, Tex. 1348 7th St.
Arthur Benheim, Agent

RAILWAY MARINE REGION

HEADQUARTERS 99 Montgomery St.
Jersey City 2, NJ Henderson 3-0104

REGIONAL DIRECTOR
G. P. McGinty

ASSISTANT REGIONAL DIRECTORS
E. B. Pulver R. H. Avery

BALTIMORE 1216 E. Baltimore St.
EAslern 7-4900

NORFOLK 115 Third St.
622-1892-3

PHILADELPHIA 2604 S. 4th St.
DEwey 6-3838

United Industrial Workers

BALTIMORE 1216 E. Baltimore St.
EAslern 7-4900

BOSTON 276 State St.
Richmond 2-0140

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

HOUSTON 5804 Canal St.
WAlnut 8-3207

JACKSONVILLE 2608 Pearl St., SE
ELgin 3-0987

MIAMI 744 W. Flagler St.
FRanklin 7-3564

MOBILE 1 S. Lawrence St.
HEmlock 2-1754

NEW ORLEANS 630 Jackson Ave.
Phone 529-7546

NORFOLK 115 Third St.
Phone 622-1892-3

PHILADELPHIA 2604 S. 4th St.
DEwey 6-3838

TAMPA 312 Harrison St.
Phone 229-2788

PERSONALS and NOTICES

Robert L. Evans
You are requested to contact your mother at the following address: Mrs. R. L. Evans Sr., Onancock, Virginia, R.I., Box 204.

Julian Booth
You are asked to contact Mr. A. C. Olsen at 1816 S.E. 4th Court, Deerfield Beach, Florida.

Neil D. Matthey
It is most urgent that you contact your wife as soon as possible.

Benigno Regueira
You are asked to contact your wife or daughter regarding your property. Anyone knowing the whereabouts of the above-named is asked to contact Mrs. C. Abad, 69 Avon Place, Vineland, N.J.

RICHARD P. MOTTRAM
A request has been received that you get in touch with Dorothy I. Dube, Welfare Department Director, Town Hall, Amesbury, Massachusetts.

Ralph Hampson
Please contact Helen, regarding your daughter.

Weaver Manning
You are asked to contact Eugene Kohl at 117 Ivan Court, Brooklyn 29, New York.

Income Tax Refunds
Checks for the following men are being held by Jack Lynch, Room 201, SUP building, 450 Harrison Street, San Francisco 5, Calif.

Raymond H. Aiken, Alexander Ansaldo, Paul Arthofer, Ortha S. Bushold, Egil E. Hjelm, James Lear, Potenciano Paculba.

John Edward Misakian
Please contact McCutcheon & Groshong, Esqs., immediately regarding your case.

Charles Ingles Hampson
Please contact your wife immediately at 3114 Sipp Ave., Medford, Long Island.

Ring Lost—Enter Octopus, Ring Found

Once upon a time, off the golden shores of Spain, Navy Ensign Raymond T. Michelini dropped his Cardinal Hayes High School graduation ring over the side of the Destroyer Joseph P. Kennedy. Meanwhile, in a hole at the bottom of the sea, lived a greedy eight-armed, bottom-combing octopus that had a nasty habit of grabbing everything in sight and swallowing it.

Long Trip Home
Fortunately for Michelini, the octopus was slain by Francisco Gonzales Hernandez of Hulva, Spain. When Hernandez cut the beast open, lo and behold, he discovered a golden ring in the creature's belly—the very one lost by Michelini months before.

Seeing the inscription "Cardinal Hayes" engraved upon the ring, Hernandez was led to believe that it belonged to a Catholic Cardinal. He turned it over to a priest, who wrote the U. S. Embassy in Madrid for help in finding the ring's owner.

POLLS AND TALLY COMMITTEE REPORT FOR 1965 SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA CONVENTION DELEGATES

Held in New York, April 19, 1965

We, the undersigned, of the Polls and Tally Committee of Headquarters and Port of New York, duly elected at a Special Meeting on April 19, 1965, in the Port of New York, submit the following report:

This Committee was elected as per the instructions contained in the letter to the membership from Paul Hall, President, dated March 8, 1965.

We received from Headquarters offices of the Union, all of the files relative to the conduct of the election for 1965 Convention Delegates. From the files, we found signed receipts for ballots 1-2225, which had been issued to the following ports, as follows:

Port	Ballots Issued	
	From	To
BOSTON	1	50
NEW YORK	51	350
PHILADELPHIA	351	450
BALTIMORE	451	650
NORFOLK	651	700
JACKSONVILLE	701	750
MIAMI	751	800
TAMPA	801	850
MOBILE	851	1150
NEW ORLEANS	1151	1550
HOUSTON	1551	1850
WILMINGTON	1851	1900
SAN FRANCISCO	1901	2000
SEATTLE	2001	2100
DETROIT	2101	2125
SAN JUAN, PUERTO RICO	2126	2225

We, the Committee, have checked the files of Headquarters offices and have seen signed receipts by the various Port Agents for the official ballots that had been sent to them by Headquarters offices.

This Committee in checking the election files maintained by Headquarters offices, has found signed receipts

from the following ports for the following amount of sample ballots, broken down as follows:

Port	Ballots
BOSTON	3
NEW YORK	3
PHILADELPHIA	3
BALTIMORE	3
NORFOLK	3
JACKSONVILLE	3
MIAMI	3
TAMPA	3
MOBILE	3
NEW ORLEANS	3
HOUSTON	3
WILMINGTON	3
SAN FRANCISCO	3
SEATTLE	3
DETROIT	3
SAN JUAN, PUERTO RICO	3
TOTAL	48

This committee has checked the files of Headquarters offices and have seen signed receipts by the various Port Agents for the sample ballots that had been sent to them by Headquarters offices.

In addition to the above, this Committee, in accordance with the letter of March 8, 1965 previously referred to, has received from the various Ports of the Union, telegrams from the Polls and Tally Committee of these Ports giving the official tally of the ballots cast in their Port. This Committee has made these tallies a part of this official Tally Committee's Report, as follows:

Name	Book Number	Votes
1. Cole, John	C-8	67
2. Dacken, George	D-26	658*
3. Dickey, Rex	D-6	668*
4. Di Giorgio, Joseph	D-2	670*
5. Drozak, Frank	D-22	670*

6. Drozak, Paul	D-180	673*
7. Du Bois, Norman W.	D-475	664*
8. Erazo, Ernesto V.	E-34	661*
9. Fay, John	F-363	663*
10. Hall, Leon	H-125	666*
11. Hall, Paul	H-1	691*
12. Hall, William	H-272	675*
13. Jenkins, William	J-78	636*
14. Kastina, Anthony	K-5	656*
15. Kerr, Al	K-7	680*
16. McAuley, E. B.	M-20	667*
17. Matthews, Robert	M-1	678*
18. Mongelli, Frank	M-1111	656*
19. Mooney, Edward	M-7	677*
20. Neira, Louis	N-1	669*
21. Shepard, Earl	S-2	679*
22. Spencer, Gordon	S-1162	650*
23. Stewart, Freddie	S-8	625*
24. Tanner, Al	T-12	663*
25. Tanner, Cal	T-1	670*
26. Terpe, Keith	T-3	667*
27. Williams, Lindsey J.	W-1	677*
28. Zubovich, Steven	Z-13	651*
NO VOTES:	851	
VOIDS:	594	
TOTAL VOTES:		19,548

*Denotes Elected
This Committee recommends concurrence with this report and that the Secretary-Treasurer advise all elected delegates as to date and place of the Convention.
Fraternally submitted,
DATE: April 20, 1965

WILLIAM FUNK (Name)	F-289 (Book No.)
EDGAR STARNES (Name)	S-728 (Book No.)
RICKY MOTIKA (Name)	M-134 (Book No.)

NOT since the Korean War, has there been a controversy that has provoked such divergent views as the present strife in Vietnam. The Vietnamese War, which bears resemblance to the Korean conflict before it, has divided segments of the American public over such issues as direct military intervention on foreign soil, the appropriate extent of U.S. commitment, isolation versus involvement, and the motivations determining American participation.

Respected and eminent figures, including people with liberal views, are to be found on both sides of the issue. Congressmen like Senator Wayne Morse, Senator Ernest Gruening, and Senator Frank Church have questioned and opposed the U.S. role in South Vietnam. On the other hand, prominent Americans like Senator Paul Douglas and Economist John Kenneth Galbraith, and Senator Thomas Dodd fully support the Administration policy.

Perhaps the responsible opposition to official U.S. policy in Vietnam is best expressed by Senator Frank Church who recently declared:

"Our reason for being in the Orient is not that of fashioning Asian governments. It is not Communism, as such, which accounts for our presence in the Far East, but rather the containment of Peiping. This can best be accomplished if China is ringed with stable, independent governments, which refuse to be the pawn of Chinese ambition. As Yugoslavia has proved in Europe vis-a-vis Russia, even a Communist government can play such a role.

"It would be to our advantage, then, to seek an international agreement for the neutralization of the whole great region that used to be French Indo-China."

At the same time, it appears that Senator Thomas J. Dodd speaks for a majority of the American people when he says:

"Our withdrawal from Viet Nam . . . will require more money, far more men, and far more American blood than we are today investing in the defense of Vietnam. What is more, it would involve a far greater risk of the major escalation that we seek to avoid."

Security Involved

Senator Dodd has also pointed out that "we are in Vietnam because our security and the security of the entire free world demands that a firm line be drawn against the further advance of Communist Imperialism—in Asia, in Africa, in Latin America and in Europe. We are in Vietnam because it is our national interest to assist

The Pros and Cons of VIET NAM

The Labor Viewpoint

every nation, large and small, which is seeking to defend itself against Communist subversion, infiltration and aggression."

President Johnson clarified the aims and position of the U.S. in Vietnam when in a recent nationwide speech, he announced that the United States is ready and willing to enter into unconditional peace negotiations, wherever and whenever the Communists are willing to do so. In the same speech, he offered billions of dollars to build where it could provide all men in that area with the means of living in security and dignity.

The president also emphasized that the withdrawal of U.S. troops from Viet Nam would not lead to an end of armed hostilities. Pointing out that the conflict in South Vietnam is not a national struggle for liberation, but rather an attempt at conquest by the Communist North, Johnson declared that any pull-out on the part of the United States could only serve to increase the pace of the war and assure a Communist take-over.

In addition, the President noted that while the Communist-provoked escalation of the war has caused many Americans to criticize the government for stepping up its operations against military installations, those same critics have been silent about the casualties suffered by American servicemen and South Vietnamese civilians.

Labor Backs U.S. Role

Labor backs the U.S. role in Vietnam, supporting a policy which has as its goal the safeguarding of that nation's independence and democratic institutions. Union members recognize the interdependence of free trade union movements everywhere. As it did in the early days of World War II, when many were calling for non-intervention and isolation, organized

labor still retains its frontline position in the fight against totalitarianism. Under Communism, as under Fascism, where there is neither the right to organize or the right to strike, workers and their unions can only exist in servitude.

The AFL-CIO, at the March meeting of its Executive Council reaffirmed its support of President Johnson's policy in Viet Nam and explained the real significance of the Vietnamese struggle. The council took the following position:

"The war waged by the Vietcong guerrillas is not a local isolated war waged in some far distant jungle country. This war is of the greatest concern to the American people and the entire free world. If the Communists are allowed to seize South Vietnam, the position of the democratic forces would be dangerously undermined not only in Southeast Asia but throughout the world. The Communist aggressors would then be encouraged and emboldened to resort to still further attacks and world peace would be acutely imperilled."

AFL-CIO President George Meany further clarified labor's stake in Vietnam, declaring:

"Organized labor in our country has steadfastly opposed appeasement of all aggressors—Mussolini, Hitler, Stalin, Mao Tse Tung and Khrushchev alike. In continuation of this policy we have time and again supported President Johnson's firm rejection of all proposals to appease the aggressors against the people of South Vietnam.

"The people of South Vietnam, Berlin and every other area in the shadow of terror of Communist aggression can draw encouragement and strength from the President's timely assurance that the United States 'will always oppose the effort of one nation to conquer another nation.' We share the President's realization that this course must be pursued 'because our own security is at stake'."

American workers, like all others concerned with the preservation of democratic institutions, have a vital stake in the preservation of freedom for the Vietnamese people and their right of self-determination. Should the communists succeed it will mean the suppression of the freedom of the Vietnamese people, including the right to free trade unionism and all that it guarantees.

The suppression of the rights of individuals anywhere, as in Vietnam, would serve to undermine the security of all free people.