



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

"Trick Or Treat!"



Bulk Carriers' Needs Prompt Study By MA

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SIU West Coast Tanker Collides, Burns; One Lost

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Unusual SIU Welfare Benefit

One of the most unusual benefits ever paid out by the Seafarers Welfare Plan covered all the costs of the quintuple tonsilectomies performed recently on the five daughters of Seafarer William Gonzalez and for their period of hospitalization. The girls, shown at right saying "Ah" for nurse Genevieve Byers after their operations, are (l-r) Lydia, 8; Dora, 7; Darlene, 7; Anna, 6; and Cynthia, 5. All five had their tonsils out on the same day at the Eye, Ear, Nose and Throat Hospital at New Orleans. Brother Gonzalez, who is presently at sea aboard the *Afoundria* (Waterman), expressed appreciation for "the tremendous help that was given to us by the Plan." His feelings were seconded by his wife and daughters. Gonzalez sails in the steward department out of the Port of New Orleans.



One SUP Crewmember Perishes

SIUNA West Coast Tanker Burns In Alaska Collision

ANCHORAGE, Alaska—A few hours after she was involved in a collision with another tanker in the harbor here on October 19, the Sailors Union of the Pacific manned Santa Maria was reported to be a charred, heavily damaged hulk. One Santa Maria crewmember was killed and two others injured in the mishap.

The man who was killed was crewman Eugene Hughes, 35, who came from Portland, Oregon and a member of the Sailors Union of the Pacific. The injured were Hank Leland of Bloomington, California and Edmund Oliver of Long Beach, California. Oliver suffered two broken heels and Leland an ankle fracture in jumping from the burning Santa Maria, which was partially loaded with high octane gasoline at the time of the collision.

The remainder of her crew escaped injury and were picked up from the water by rescue boats. There were no injuries reported among the crew of the other vessel, the Sirrah, under charter to Shell Oil.

Hughes was at his emergency station in the boiler room when the word came down to abandon ship. Smoke boiled through the area and other survivors said they could not tell what happened to him. He is still missing and presumed dead.

An investigation into the accident was being conducted by the Coast Guard at Anchorage.

The Santa Maria was heading into port when the accident occurred. The second ship, the Sirrah, was at anchor. Acting port director Don Walter said that the Sirrah, which was loaded with jet fuel, apparently dragged anchor and hit the Santa Maria amidship on the starboard side.

Santa Maria crewmen said that there was an immediate explosion and flames began billowing from their stricken ship. Flaming fuel spread along the water for a thousand feet. They said the Santa Maria's skipper blew two warning blasts when he saw the danger and called for a hard right rudder to swing the ship clear, but it was too late.

The Santa Maria crew fought the blaze for a few moments, but it soon became apparent that they were all in extreme danger. The vessel carried 110,000 barrels of aviation gas and stove oil. The Sirrah disengaged and pulled out of the immediate area with a hole in her bow and taking water in the forward ballast tank.

By the time the abandon ship order was issued on the Santa Maria, two tugs were on the scene to give assistance. Santa Maria

tugs and the two men, Leland and Oliver, were injured. Oliver later described the events of the collision, saying he heard the general alarm, got his life jacket and went to his station in the boiler room. "Smoke was coming in thick through the ventilator," he said.

that's where I want to be," she said.

Inspection of the Santa Maria shows that a remarkable amount of her cargo is still intact and will be discharged. Tentative plans call for towing the ship to Seattle for repairs.



SUP crewmembers from the ill-fated SIU Pacific District-contracted Union Oil Tanker Santa Maria pile ashore at Anchorage, Alaska after fire destroyed their ship following a collision with the tanker Sirrah. Rescue craft quickly raced to the scene of the collision, two miles from shore, and picked up the crew after they abandoned ship. The disaster claimed the life of one SUP man.

crewmembers jumped aboard the "I was at my emergency station when the first assistant yelled 'abandon ship.'"

"I was working with Eugene Hughes in the fire room and said 'Let's get out of here,' but it was so smokey I don't know if he followed me or not."

Santa Maria crewmembers had high praise for the tugmen who took them from their burning ship, which they expressed in a letter to Anchorage's Mayor.

One of the tugs which risked disaster to come to the aid of the Santa Maria crew moved right alongside the flaming ship and took the crewmembers off while its right fender was on fire. "We knew we had to get them out of there," the tug skipper said, and his wife, who was aboard the tug at the time, echoed his sentiment. "I thought, 'If I could help some of those fellows get off, then

Polls Committee Guide In LOG

As an aid to Seafarers serving on various polls committees during the upcoming SIU General Elections, a Polls Committee Election Guide appears on page eight of this issue of the Seafarers LOG. The steps listed in the guide are in accordance with the SIU constitution which describes the duties of the Polls Committee during the election. Members of the Polls Committee are urged to adhere strictly to the provisions listed and to remember that in the conduct of their work they are to determine their functions in accordance with the constitution.

International President's REPORT

By Paul Hall



For the past 20 years or so, there has been a gradual change in the nature of U.S. trade patterns. Whereas in 1937 bulk cargoes made up a little over half—57 percent to be exact—of all U.S. foreign trade, today almost 85 percent of this nation's foreign trade is in the form of bulk cargoes. This trend has been a gradual, but a sure one.

There is nothing wrong in the fact that there has been a change in the character of our foreign trade. What is wrong however, is that despite the change American policy has not kept pace—with the result that U.S. ships now carry only about 5 percent of these cargoes.

This, of course, is of considerable concern to Seafarers and to all other American seamen because of the impact of these statistics on their job security. It also explains why the SIU has been arguing most vigorously in every quarter for recognition of this problem. The significance of this condition extends beyond the maritime industry. It has a direct bearing on the national economy and security, and so, in the final analysis, affects every American.

It takes no particular genius to understand that with bulk cargoes being the overwhelming dominant type of cargo today, and with American ships carrying an almost negligible fraction of this U.S. trade, we cannot have a strong merchant marine unless something is done to correct this terrible discrepancy.

When the SIU began, several years ago, to examine the causes behind the decline of the American merchant marine, we discovered a number of factors which are responsible. Among them was the change in trade patterns which resulted in the paradox of the bulk carriers—this is the specter of huge U.S. bulk shipments along with a steady decline in U.S. bulk ship participation.

At every opportunity the SIU presented these facts as vigorously as it could. We were not alone in our views, which were shared by others in the maritime industry. It was apparent that there were some who questioned the amount of emphasis which we put on this problem. On the other hand it became obvious that there was merit in the SIU position and people began to examine and review the facts a little more closely.

We feel that our position that bulk carriers, along with tramp ships, must be the backbone of an adequate American merchant marine is being vindicated by the gradually changing climate of thought on the subject. The Maritime Administration's recent announcement that it would review the status of the bulk carrier fleet is one example. In addition, the subject of bulk carriers will be on the table for discussion at the next meeting of President Johnson's Maritime Advisory Committee, which is concerned with the development of a long-range program to strengthen U.S. shipping.

The fact that these matters are being studied and discussed does not mean that the solution to the problem has been achieved. We can expect many more days of argument and presentation of facts before the unrealistic policies which allowed the present situation to develop are corrected. But we, along with the others who are concerned with the need for a strong U.S. maritime industry, will continue to keep up the fight for an industry that will assure American seamen of job opportunities and security, and the nation of a merchant fleet which is in keeping with our position as a world power.

The United States is by tradition and necessity a maritime nation. But statistics prove that today we are at best a fourth-rate nation when it comes to maritime and no amount of rationalization or employment of policies of expediency which make our merchant fleet expendable can hide the ugly fact. We either have a merchant marine consistent with the needs of the American people or our dependency on foreign shipping and the uncertainties of international politics and relationships will be the only alternative.

In light of our needs as a nation and the realities of life today, there are few who would accept the latter position as a proper or sound one for this country to be in. As a union of American workers whose job security as well as their national security is so inextricably interwoven with a healthy and adequate American merchant marine, we can only continue to press for a cure to the ills which are at the root of the industry's decay.

Jim Mitchell Dies— Ex Labor Secretary

NEW YORK—James P. Mitchell, who served as Secretary of Labor in the Eisenhower Administration, died here of a heart attack at the age of 63. He was highly regarded throughout the labor movement for his concern for the nation's working men and women.

AFL-CIO President George Meany said that Mitchell was "an outstanding Secretary of Labor," and that the trade union movement's "friendship and esteem for Jim Mitchell grew with the years . . . We respected his counsel and valued his friendship; his passing is a great loss to us and the nation."

Mitchell became the labor secretary in October 1953, and served in that post for seven years until the end of the Eisenhower Administration. In 1961, he won the Republican primary nomination for the New Jersey gubernatorial race

but lost to Governor Richard Hughes in the general election.

Before he left the labor secretaryship, Mitchell was tendered a dinner by the trade union movement where he was honored for his "deep understanding of and concern for the welfare of the nation's working men and women."

A man of courage and conviction, Mitchell was vigorously opposed to right to work laws. "All hell broke loose from the G.O.P. right in 1958" when Mitchell spoke out against national and state right-to-work laws; a former Mitchell aide recalled. Only last month, Mitchell said he could not support the Goldwater-Miller ticket, "under any circumstances."



Smoke and flames leap skyward and spread across the harbor of Anchorage, Alaska, as fire consumes the Santa Maria following her collision with the tanker Sirrah. The Sirrah, under charter to Shell Oil, disengaged after the collision and escaped without serious damage (extreme left). The Santa Maria, which was loaded with 110,000 barrels of aviation gas and stove oil, was left a charred, heavily damaged hulk.

Survives Fury Of Hurricane Hilda

Gulf SIU Man Rescued After 10 Hours In Sea

MOBILE—Even though he missed the big finale because his glasses were in his pocket, SIU Inland Boatmen's Union member Clarence Neece is quite happy to imagine what a glorious sight the helicopter was as it pulled him from the chilly, choppy waters of the Gulf of Mexico after he had spent a grueling 10 hours in the sea fighting for his life.

Neece relates the events of the night of October 4 so calmly that you would think it happened to someone else.

Neece, 57, was a deckhand on the auxiliary pilot boat Bonnie Fortune operating out of Mobile. On Sunday, October 4 the Bonnie Fortune was proceeding down Mobile Bay with her crew of nine after hurricane warnings for hurricane Hilda were lowered along the Alabama coast.

It was about an hour after night-fall when the Bonnie Fortune was forced aground on a sand bar near the Sand Island lighthouse just off the entrance to Mobile Bay. The vessel soon began breaking up under the battering of raging seas whipped up by winds of up to 65 miles per hour. About 8 P.M. the order came to abandon ship. Neece was the first man ordered into the Bonnie's boarding launch, which serves as life-saving equipment aboard the pilot boat.

"I jumped for the boarding boat and missed it," Neece recalled later from his hospital bed in Mobile, where he had been pronounced in excellent condition despite the ordeal he had just gone through. "I hit the water and drifted away from the pilot boat."

Fully dressed, with his rain gear and a life jacket, Neece began his 10 hour battle for his life against the eight-foot seas running off Dauphin Island.

"When I didn't see anyone coming after me in the boarding boat, I knew it was just me, on my own." From this point on, Neece had no idea of the fate of his eight SIU crewmates, and was relieved to learn later that they had all been rescued by a Coast Guard launch.

The rest of Neece's ordeal is the story of a man drifting alone at night in stormy seas.

"I never gave up," Neece said, "I knew I was going to make it and that they were going to pick me up if I could keep from swallowing too much salt water."

"When I drifted down the ship channel I found the breakers were coming from both ways. I would come up and would rub my face to get the water off of it. I swallowed some water.

"The waters were chilly. I told the good Lord, I would change my ways, if He helped me. I needed His help.

"I saw the Sand Island Light beacon, and I tried to make for it. At one time I was within 50 feet of it, but somehow the current swept me away. When I think

about it now, I guess I was better off in the water. I might have been dashed against the rocks and injured my head.

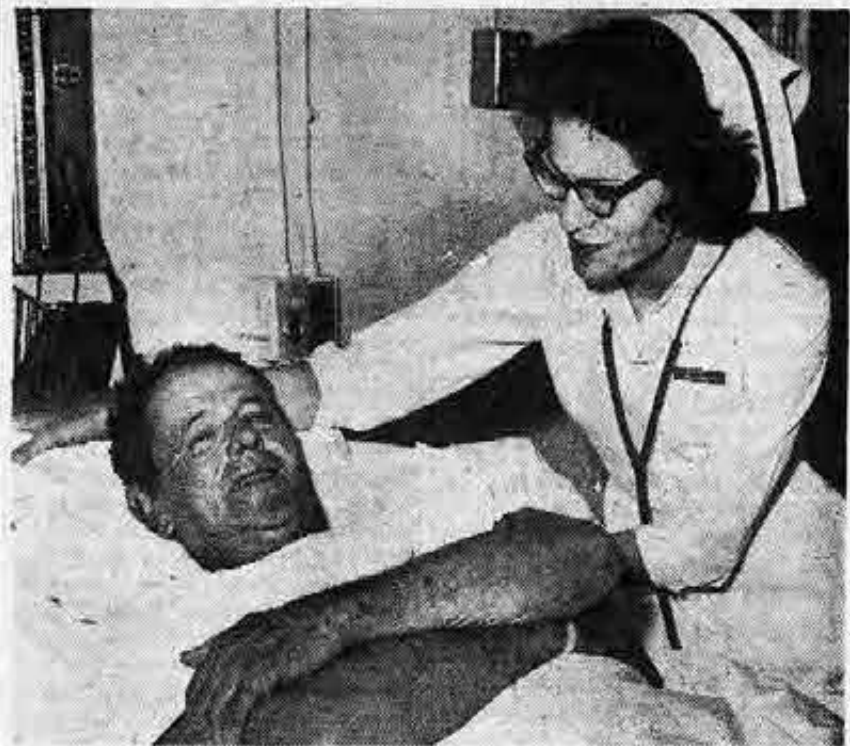
"I was getting a little hazy when the helicopter came. But my mind was still running on survival. They lowered a cable with a log attached to it, and I grabbed it. With my arm around it, they pulled me aboard."

Taken aboard the helicopter to Brookley Air Force Base, Neece was examined by Air Force physicians who said they were amazed by the stamina and strength he displayed. After 10 hours in the

water during which he drifted 10 miles out to sea, Neece's temperature was down to 94 degrees when he was first brought into the base hospital. A short time later, when he was transferred to Mobile General Hospital, his temperature was back up to 98 and he was listed in good condition.

Then came the big question. Was the helicopter a glorious sight after 10 hours in the water and with hope fading fast?

"I guess it would have been a beautiful sight if I could have seen it. But I had my glasses in my pocket," Neece admitted.



"That's the last time I'll try to swim the Gulf of Mexico," SIU Inland Boatmen's Union deckhand Clarence Neece vowed after spending 10 hours in the water before being rescued by an Air Force helicopter. Mobile General Hospital nurse Olene Stoker was an attentive audience as Neece related his experiences after abandoning the auxiliary pilot boat Bonnie Fortune when it was forced aground off the entrance to Mobile Bay by hurricane Hilda.

Meany Urges All Unionists To Vote On Election Day

WASHINGTON—AFL-CIO President George Meany has issued a strong appeal to union members to exercise their voting rights on November 3. He said that the United States would never have a Congress indifferent to the interests of working people if 75 percent of the labor movement voted in national elections.

In a telegram to all affiliated national and international unions and all state and local central bodies, the AFL-CIO president called for the maximum possible turnout of voters on Nov 3 as a weapon against "complacency . . . the greatest threat to victory for the candidates we support.

"Probably the vast majority of citizens have already decided how they will vote," Meany said. "Now our responsibility is to do all we can to make sure every eligible citizen votes . . .

"Only in that way can we reap the benefits of our registration and education campaigns; only in that way can the security and progress of America be insured."

Part of the text of Meany's telegram follows:

"Only a week remains before the American people will make their decision in this most pivotal election. The campaign is all but over. Probably the vast majority of citizens have already decided how they will vote. Now our responsibility is to do all we can to make sure every eligible citizen votes.

"Complacency, fostered by public opinion polls, is the greatest threat to victory for the candidates we support. If the Johnson-Humphrey ticket is to achieve overwhelming triumph, and if a liberal Congress is to be elected, November 3 must produce the greatest outpouring of voters in the nation's history.

U.S. Bulk Carriers' Needs Prompt Study By MARD

WASHINGTON—The increasingly-important bulk carrier segment of the U.S. Maritime industry appears to be on the verge of getting some long-overdue attention. A review of the status of the bulk carrier

fleet is already underway by the Maritime Administration, and bulk carriers and will be discussed at the November 16 Maritime Advisory Committee meeting here.

The Maritime Administration's bulk carrier study was announced recently by Assistant Secretary of Commerce Herbert W. Klotz, who noted that bulk freight constitutes about 85 percent of today's U.S. foreign trade.

The increasing interest in the importance of the bulk carriers was further evidenced by the fact that it is slated for a full discussion by the Maritime Advisory Committee, which was established by President Johnson to work out a long-range program of improving the American-flag fleet.

Will Discuss Bulk Carriers

Discussing the forthcoming committee meeting, Commerce Secretary Luther Hodges informed SIU President Paul Hall, a member of the committee, that various aspects of the Government's policies toward bulk carriers will be discussed.

For four years the SIU has been stressing the need to recognize the prime role being played by the bulk carrier segments of the U.S. merchant fleet in the nation's commerce. The SIU has maintained that failure to recognize the increasing importance of bulk carriers, which has been brought about by changes in trade patterns since passage of the 1936 Merchant Marine Act, has hampered the growth of the American merchant

marine, and has, in fact, contributed to its decline.

Today there are relatively few bulk carriers in the American merchant marine despite the fact that nearly 85 percent of the cargo moving in and out of this country is of the bulk variety.

The only bulk commodities going on American ships are aid cargoes such as wheat and foodstuffs, 50 percent of which is supposed to move on U.S.-flag ships. The SIU has been arguing that government agencies have not been properly enforcing the 50 percent rule of the Cargo Preference Act.

Although bulk cargoes constitute nearly 85 percent of the total U.S. foreign trade, U.S.-flag ships are carrying only about five percent of these cargoes with the remaining 95 percent going on foreign-flag and runaway ships. Runaway-flag ships carry more than four times as much U.S. foreign cargoes as U.S. ships.

As a result of its studies of the total shipping picture, the SIU has made a number of recommendations for changes to U.S. maritime policy as a means of reversing the downward trend of the industry. Among these was a recommendation calling for appropriate aid and enforcement of existing cargo preference statutes to enable the dry and liquid bulk carriers to assume their proper place in today's commerce.

As on previous occasions, the SIU's position at the November 16 Maritime Advisory Committee meeting will be presented by SIU President Paul Hall.

SIU Vote Begins On November 2

Seafarers in all ports will start going to the polls on Monday, November 2, at 9 a.m., as the 60-day SIU elections get underway. On the ballot will appear the names of the 64 fully qualified candidates for

the 45 elective union posts. Balloting will continue until Dec. 31.

As an aid to voters, the LOG printed a special election supplement in its last issue (October 16). The supplement contains photographs and biographical data submitted by all the candidates, a reproduction of the ballot and the text of the SIU Constitution's provisions governing the conduct of the balloting. The supplement also contained the minutes of the SIU Executive Board meeting of September 9, 1964, on election procedures.

As per the decision of the Executive Board at the September 9, meeting and the approval of the membership, additional copies of

the election supplement have been printed so as to provide each candidate with 100 copies of the supplement.

Under the SIU Constitution's provisions covering voting, the ballot will be conducted on weekdays from 9 a.m. to 5 p.m. and on Saturdays from 9 a.m. to 12 noon from November 2 to December 31. There will be no balloting on Sundays and legal holidays. This year's election begins on November 2, instead of November 1, because the latter day falls on a Sunday.

The 45 elective posts are for headquarters officers and for seven constitutional ports — New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit.

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PAUL HALL, President

HERBERT BRAND, Editor; BERNARD SEAMAN, Art Editor; MIKE POLLACK, NATHAN SKYEN, Assistant Editors; ROBERT ANDERSON, ALVIN SCOTT, PEPE CARMEN, Staff Writers.

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This is the view that Seafarers standing on the Brooklyn side of the Narrows can see of the new Verrazano-Narrows Bridge, connecting Staten Island and Brooklyn. Named after a 16th century explorer who supposedly discovered New York harbor, the span is the longest suspension bridge in the world. Built to relieve traffic pressures between Staten Island and the mainland, the structure carries 12 traffic lanes on two decks. It is scheduled to open in November.

Verrazano Bridge Named After 'Mystery' Explorer

NEW YORK—With the Verrazano-Narrows Bridge rapidly approaching completion here, spanning the Narrows approach to New York Harbor between Brooklyn and Staten Island, many New Yorkers and even many strangers to the city are turning to each other and asking "Who was Verrazano?"

Seafarers passing through the Narrows under the bridge may have been asking crewmates the same question, and few are probably able to volunteer any information about one of history's mystery men, about whom little is known at best.

Giovanni da Verrazano is credited with discovering New York Harbor in 1524—85 years before Henry Hudson sailed into the harbor and up the river later named the Hudson. But historians, traditionally skeptical people, have al-

ways been hesitant to commit themselves on the extent of Verrazano's explorations because the historical records are far from complete and Verrazano's own description of his voyage leaves much in doubt.

The best reconstruction of his 1524 route sees him going from France to Madeira, across the Atlantic to the U.S. coast at about Cape Fear, North Carolina, then north along the coast to New York. There his ship supposedly anchored and a boat was sent up the river a short distance. Then the

voyage supposedly continued around New York and along the New England coast to Newfoundland and back to France.

Of the four-ship fleet which Verrazano led out from France, two were destroyed in a storm and one was ordered to return. Verrazano continued in the Dauphine with a 50-man crew and finished the voyage alone. A Florentine by birth, Verrazano sailed under the French flag on an expedition to seek a northwest passage to Asia. But as it did later for Columbus, the New World got in his way.

He named his discoveries, although none of the names have survived. New York harbor, for instance, he called the "Bay of St. Marguerite" after the King of France's sister, and he called the land he discovered "Francesca." His entrance through the Narrows was described this way: "We found a pleasant place below steep little hills. And from these hills a mighty deep-mouthed river ran into the sea."

What's In A Name?

The decision to name the new bridge after Verrazano caused a mild furor in New York, where the bridges and tunnels are traditionally named for their geographical locations—such as Bronx-Whitestone Bridge, Brooklyn-Battery Tunnel, etc. The Italian Historical Society of America reportedly had a hand in having the bridge named as it was and won a partial victory in its final designation—the Verrazano-Narrows Bridge.

The Staten Island Chamber of Commerce wanted the bridge named—of course—the Staten Island Bridge and claimed tradition was on its side. Among other objections Staten Island brought up was that Verrazano is difficult to pronounce and spell, and that few people had ever heard of him. One Chamber member went so far as to call Verrazano a "foreigner" causing another member, who had agreed with the Chamber view up to that point, to resign in protest.

The New York Times even got into the act editorially in opposition to the name, citing the stubbornness of New Yorkers who still insist on calling the Avenue of the Americas by its old name of Sixth Avenue. The bridge would always be called the Narrows Bridge said

(Continued on page 18)

The Atlantic Coast



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

Political Activity In N.Y.

The SIU, along with the ILA Local 1814, The International Union of Operating Engineers, Marine Division; and the Leather Goods Workers, Local 111, have endorsed the Democratic-Liberal candidate for the U.S. Senate—Robert F. Kennedy.

Kennedy has pledged to fight to strengthen the American Merchant Marine by attacking the major obstacles to its improvement. He cited the need for an oil import quota, elimination of tax havens for runaways, and the enforcement of Cargo Preference Statutes, among others.

Kennedy has also pledged to work for the repeal of federal excise taxes and has endorsed the program of the AFL-CIO in regard to civil rights, Medicare and other major social legislation which the labor movement is fighting for to make a stronger America.

New York

Shipping slowed in the port of New York during the first 10 days of the last period but has started to pick up again. The forecast for the next period is very good, however. During the last period 12 ships paid off, five signed on and 25 were serviced in transit.

Included among the old timers seen in the Brooklyn hall are Sam Phillips, Victor Cruz, George Alexander and Basilio Estrella. All say they are watching the board and ready to ship again.

Their ships in port here, John Swiderski, Frank Savoy, Cecil Rush and John Johnson, stopped in at the Hall to say hello and collect the SIU benefits due them.

Boston

Shipping was on the slow bell in Boston during the last period, with only one ship paying off and two in transit. The picture is expected to brighten in the next period, however.

Lindley McDonald, a 25-year union man who went on an SIU pension in 1962, is currently in dry dock in the Marine hospital here. He says hello to all his old shipmates and union brothers. Charles Robinson, a 20-year union man who sails as a fireman-water tender, was sorry to see his last ship, the Penn Sailor, go offshore. He is now waiting for a coastwise run.

William Costa, another 20-year union man who sails as a BR, was last on the Eagle Voyager. He was ready to make a home of the ship when laid her crew off in Jacksonville. Now Bill is holding down the Boston hall and is ready to take the first job that shows up on the big board. Harold Fall, also a 20-year SIU man, last sailed on the Henry in the deck department. She went offshore, however, and now he is looking for another coastwise job.

Philadelphia

Shipping has been pretty good in Philly, with seven payoffs, four sign-ons and seven ships in transit.

Frank Pasaluk, just off the Spitfire, reports that the ship broke down at sea and had to await an IBU tug to bring spare parts out from Norfolk. Investigation revealed the engine had burned out. Frank reports it was a good trip despite the trouble, with plenty of O.A. for the hands.

Frank Smith, who sails in the steward department, is just off the Norina. He is sorry about the Phillies missing the pennant but has high hopes for next year. Meanwhile, he is registered and ready to ship. William Millison, a 20-year union member, is just off the Potomac and on the lookout for an India run. He had nice weather during his time on the beach and enjoyed part of it at a couple of series games in New York.

Baltimore shipping slowed up during the last two-week period. It is expected to improve, however, with the Robin Locksley and the Marymar expected to crew up

in the near future. During the last period five ships paid off, three signed-on and seven were serviced in transit. Francis C. Chase, sailing in the deck department for the last 15 years, had to leave the Alamar because of illness. After a stretch in the USPHS hospital, he reports he is feeling fine and again is ready to ship.

John Niemiera, who just paid off the Azalea City, says her crew and officers were among the best. Now he says he is only hoping that his next trip will be as good.

Joseph Stuntebeck, who sails in the black gang, had to pay off the Losmar on the West Coast because of illness. He says she was a very good ship and that he was sorry to leave her. He is feeling better now and is ready to ship again.

Norfolk

Shipping has been poor in Norfolk with the prediction that it will be only fair in the next period. There were two payoffs, two sign-ons and five ships in transit. On the political scene, a rally was held in the SIU hall for Porter Hardy, Jr., a Congressman and candidate for the Senate seat now occupied by Harry Byrd. The turnout was a quite respectable 400 persons.

Jerry Ange, who was laid off the Marine when she went into dry dock, took a standby job on the Spitfire. He is waiting for his old ship to come out of the shipyard so he can join her again.

Robert King is hoping to catch his old ship, the Manhattan, when she comes around again. The same is true of Elbert Winslow, who is looking to get back aboard the Spitfire.

Julian R. Wilson, a 17-year SIU man who last sailed as an AB on the New Yorker, is spending his eighth month on the beach as the result of a back injury.

Puerto Rico

The shipping picture has been fair in Puerto Rico, with eleven men shipped during the last period and eleven ships contacted. On the P.R. labor front, the SIU Puerto Rico Division has won a representation election at Compania Petrolera California, Inc., producers of Chevron gasoline. In other news of labor, the Puerto Rican Dockworkers Union has received an ILA charter and will start an organizing drive in non waterfront-connected industries.

Larry Schroeder piled off the Gateway City after a short voyage and will enjoy the pleasures of Puerto Rico for awhile. Steve Marrero is also doing a little Puerto Rican vacationing after a round-trip on the intercoastal San Francisco.

MFOW To Fill 16 Union Posts

SAN FRANCISCO—The SIU-affiliated Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association has scheduled elections beginning November 2, for 16 official union posts. The credentials committee reported that 35 candidates have qualified to take part in the balloting.

The voting will extend through Friday, January 29, 1965. Ballots will be available at union headquarters, branch officers and from business agents aboard ship. Members may also obtain ballots by mail by sending in a written request along with their union book. The candidates for the various MFOW offices are:

President: William Jordan, unopposed; Vice President: Alex Jarret, unopposed; Treasurer: Cliff Peterson and John Schliemann.

Headquarters Business Agent No. 1: Bobby Iwata, Richard Holloway and George Medeiros. Headquarters Business Agent No. 2: Jack Hatton and C. E. Broad. Headquarters Business Agent-Clerk No. 3: Whitey Disley, unopposed. Headquarters Dispatchers: Elmo Shaw, Robert Borland, John Deegan, John Sur and Nick Trivich.

Seattle Branch Office Port Agent: Harry Jorgensen, unopposed. Business Agent: Robert Truitt, William Blecker, Donald Brown, Bernie Carpenter, "Cogi" Ching, Leonard Knopp and Harry Ulrich.

Portland Branch Office Port

Agent: R. N. Sweeney, unopposed. Business Agent: Hugh Jones and Ed Carey.

San Pedro Branch Office Port Agent: Bob Sherrill, unopposed. Business Agent: John Fick, unopposed.

Honolulu Branch Office Port Agent: James Murphy, S. E. Bennett, Edward Peters and Stanley Peterson.

New York Branch Office Port Agent: Red Ramsey, unopposed. Business Agent: Slim Von Hess and Theodore Vorhees.

Board of Trustees: The Constitution provides that the President, Vice President and Treasurer are members of the Board of Trustees, with the remaining four to be elected. Running for the four positions are: S. E. Bennett, Harry Jorgensen, Red Ramsey, John Schliemann, Bob Sherrill, R. N. Sweeney and Nick Trivich.

SIU Convention delegates (four openings): S. E. Bennett, Harry Jorgensen, Red Ramsey, John Schliemann, Bob Sherrill, R. N. Sweeney and Nick Trivich.

Also on the ballot this year is a proposition that would change the election of MFOW officials to once every two years instead of every year as at present. If adopted, the new rule would apply to those elected to terms during the 1965 elections.



Importance of Barge Industry Discussed

Barge Service Provides Cities With More Jobs, Buying Power

Higher employment and additional purchasing power are the chief benefits to the local economies of coastal and inland port cities serviced by a strong tug and barge industry, declared Braxton Carr, president of the American Waterways Operators in a recent address to the annual convention of

the American Association of Port Authorities. Carr said port cities could reap these benefits by taking advantage of the inexpensive, mass movement of freight on the nation's inland waterways.

Carr sees the availability of low-cost, shallow-draft water transportation as the key that makes many ports important distribution centers. As an illustration, he pointed to the steel industry in the Pittsburgh region which ships iron and steel products by barge to Memphis and Houston for reshipment by other forms of transportation to Texas, Oklahoma, Arkansas and other southwestern states.

Port cities find inland water transportation of crucial importance. The chief example in this case, says Carr, is New Orleans which depends on inland waterway facilities for approximately half of its total commerce.

Inland commerce also serves as a spur to the growth of port cities' foreign trade, the Waterways Operators' president asserts. This stimulation serves as a two-way street, since the nation's need for imports as well as its growth of exports has helped to increase U.S. inland water commerce.

The growth of the inland water transportation industry has also had its impact on the growth of the port cities which it serves. Carr pointed to the jump in terminal construction and other investments by water carriers, private and public agencies. This development has put idle waterfront property to work, improving land values as well as providing new sources of municipal taxes.

In addition to improving a port city's tax base, the presence of barge service will also influence new industries to locate in these areas, says Carr. This is especially true of company management that wants to take advantage of low-cost water transportation in the movement of raw materials or manufactured goods.

One of the most important assets provided for port cities by the

presence of a flourishing inland water transportation system, said Carr, is its impact on the setting of truck and rail freight rates. The positive influence of this cheaper form of water transportation on local freight rates affects shippers not only in the port involved, but also throughout the surrounding area.

A good example, mentioned by Carr, of an inland port's heavy industrial growth is Memphis, Tenn. In 1939 Memphis had 378 manufacturing plants with 18,225 workers. These statistics had jumped to 872 manufacturing plants employing 87,000 workers by 1962.

The growth of inland water transportation also encourages the development of many auxiliary

services, declared Carr. These include warehousing, marine supplies, dry docking and boat repairing, marine insurance, charter and brokerage agencies, surface and diving contractors and harbor towing. All of these services help to provide impetus to the development of the local economies.

Carr estimates that 80,000 men and women are employed aboard 21,000 commercial vessels on the nation's inland rivers, canals and other channels. The inland water freight industry handles over 418 million tons of freight each year and provide over 133 billion ton miles of cargo service annually. This represents 9.5 percent of the nation's domestic freight movements.

Two SIU Vessels Play Key Role In Navy Games

HUELVA, Spain—"Operation Steel Pike," the joint U.S.-Spain naval and amphibious maneuvers which includes a fleet of ten American-flag freighters in its strike force, got off to an impressive start last week.

An estimated 60,000 American and Spanish assault troops stormed ashore in a mock landing on a beach in southern Spain. The troops were backed up by a naval armada that included the SIU-contracted *Del Sol* (Delta Lines) and the *Couer D'Alene Victory* (Victory Carriers), along with eight other U.S.-flag merchant ships.

Vice Admiral John S. McCain, Jr., Atlantic amphibious force chief, said the Navy, because of its commitments, probably could not have handled the cargo needed for the exercises without the ten privately chartered merchant ships that took part.

The presence of the merchant ships at the maneuvers emphasized the role that a strong and modern U.S. maritime power could play in the event of emergencies. Run-away-flag shipping, operated under the myth of "effective control"

could not be called upon as quickly—if at all—to aid our armed forces in a time of crisis.

The success of the operation was marred, however, by the death of nine U.S. Marines, who were killed when their assault helicopter collided with another helicopter over the crowded invasion beach. Both helicopters crashed in flames, injuring 13 other Marines.

The ten fast, modern and quick-loading merchant ships which took part disgorged their heavy cargoes of tanks, trucks and field pieces at a prefabricated dock that was quickly thrown up by the landing forces.

Operation Steel Pike is the largest amphibious operation undertaken by the U.S. since the Korean War. All in all, at least 94 ships from the U.S. and Spain, along with aircraft and helicopters, took part in the exercises which will continue into next month.

Your Union Benefits

By Al Kerr, Secretary-Treasurer



SIU Vacation Plan Clarified

One of the most popular benefits among SIU members is the \$800 annual Seafarers Vacation benefit. Many newcomers to the Union may not be aware that it was the SIU that pioneered the effort to guarantee regular vacations for the professional seaman.

The gains brought about by the SIU's type of vacation plan can be plainly seen when they are compared with the vacation arrangements contained in union contracts 14 years ago. In those days a typical vacation contract clause ruled that a Seafarer had to work one full year on the same ship, for the same employer, to get one week's vacation. Since the average Seafarer ordinarily works for a number of different employers during a single year, he usually ends up on the short end as far as vacation is concerned under that type of arrangement.

Today, more than 13 years after the inauguration of the vacation plan, a Seafarer knows he can collect this important benefit no matter how many employers he has worked for, and regardless of how many ships he has sailed on. This means that the Seafarer doesn't have to worry about staying aboard a single ship for a full year for a single employer in order to receive his vacation benefit.

One of the SIU vacation plan's most significant aspects is that a Union member knows he can collect his \$800 a year vacation for a year's seetime, or a prorata share thereof for each 90 days of seetime.

Since the first vacation agreement was signed in 1951, vacations have come to be a feature of which every Union member takes advantage. In the first nine months of 1964, approximately 12,000 applications for vacation benefits totaling approximately \$4 million were filed by SIU men. The SIU vacation plan has paid out over \$30 million to Seafarers since the inception of the plan.

The Seafarers Vacation Plan provides an annual benefit of \$800 for 365 days of seetime or \$200 for every 90 days an SIU member works for a covered employer or employers. An important advantage of the plan is that a member is not required to pay off a ship to collect the benefit.

The benefit may be paid on a prorated basis for periods of seetime less than a year, although a minimum of 90 days is required. In the event a member dies or retires on Union pension, he, his widow, or beneficiary can receive the uncollected vacation benefits he has accrued within the previous 365 days.

In order to collect a vacation benefit, a member must present his Coast Guard discharges as proof of his accumulated seetime. If the discharge took place within the previous 365 days, the benefit is paid for the period of the entire voyage, provided that there is a minimum of 90 days of employment.

In counting days of seetime to determine eligibility for the benefits, if a vessel is laid up for a period of more than 10 days and a former crewmember signs on again when the ship is reactivated, this will be regarded as new employment.

A crewmember who is on a ship for more than a year, will get the full vacation benefit for the first 365 days of seetime he puts in, and will be paid a prorated amount for any additional time he

accumulates on that ship for that trip.

An important requirement which should be kept in mind by members eligible to collect the vacation benefit is that discharges necessary to prove eligibility must be presented within one year from the date of payoff in order to collect vacation benefits for the time submitted.

In the event that a member starts a trip holding Coast Guard discharges that total less than 90 days of seetime which are less than a year old, they will be honored at the end of the voyage, even though more than a year's time may have elapsed. However, the eligible member must present his accumulated discharges with his vacation claim within 90 days after the voyage ends, or before he signs on another ship, which ever is sooner.

Another requirement for vacation plan eligibility that Seafarers who are shipping out should keep in mind occurs when their discharges representing accumulated seetime may be more than a year old by the end of their voyage. In this case, the member must notify the Vacation Plan office in writing before this seetime is actually more than one year old. Vacation payments will then be made when the member returns to the U.S. and formally submits his application for benefits.

One last reminder is necessary for that small group of our members who file for vacation benefits and then for some reason, fail to pick up the benefit checks. If a vacation benefit check isn't picked up within 60 days after it has been issued, it is returned to the plan office. Since most of our members like to claim the benefits they have coming to them promptly, this doesn't happen too often. However, when it does, it is necessary to contact the vacation plan office in headquarters to forward the check to the Union office nearest to the applicant.

Notify Union On LOG Mail

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

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

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



U.S.-flag merchant ships participating in the joint U.S.-Spain naval and amphibious exercise "Operation Steel Pike" are silhouetted on the horizon as the strike force noars the Spanish coast. Over 60,000 American Marines and Spanish troops recently took part in a mock invasion in southern Spain. The naval strike force included two SIU ships, the *Del Sol* (Delta Lines) and the *Couer D'Alene Victory* (Victory Carriers) as well as eight other U.S.-flag freighters.



SEAFARERS ROTARY SHIPPING BOARD



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

October 10 - October 23

The shipping situation took a downswing during the last two weeks, with most of the below normal situation occurring on the east coast. The Gulf coast, however, where activity was on the slowbell during the last period, set a quicker pace this period. A total of 1,071 Seafarers shipped during the last two weeks, compared with 1,403 during the previous reporting period.

A breakdown by department shows that shipping in the steward department was down considerably, while the deck department was more active. Engine department activity was about the same as the previous period.

Shipping on the east coast was generally lower than the previous period, with New York and Norfolk showing considerable slowdown. Jacksonville shipping also fell off, but more men shipped out of Boston, Baltimore and Philadelphia than in the preceding two weeks.

On the Gulf coast, New Orleans recovered from a slump, as job calls began to blossom on the shipping board. There was also an increase in the number of Seafarers shipped from Houston. Shipping was slightly slower in the other ports on the Gulf. The situation on

the west coast, however, tended to offset the total decline, with all three ports registering good gains.

Registration reflected the slower shipping situation, climbing to 1,305 from 1,267 the period before. The number of SIU men registered and on the beach, totaled 3,706 Seafarers at the end of the last two weeks, compared to 3,622 the previous period.

The statistics showing the seniority picture also indicated the lower level of activity, with a larger percentage of Class A men shipping than in the last period. Of the total shipped, 54 percent, were Class A, compared to 52 percent the period before. Class B men shipped 35 percent of the total, a gain of 1 point from the previous period, and Class C men, dropped to 10 percent, from 13 percent the period before.

Shipping activity statistics remained high, with the total at almost the same level as the previous period. A total of 51 ships payed off during the period. There were 39 sign-ons and 134 in transit movements. Total movements during the period were 224, compared to 225 during the previous period.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	1	0	2	3
New York....	12	5	25	42
Philadelphia..	8	5	5	18
Baltimore....	5	3	7	15
Norfolk.....	2	2	5	9
Jacksonville..	1	0	11	12
Tampa.....	0	0	7	7
Mobile.....	4	3	4	11
New Orleans..	5	11	14	30
Houston.....	7	5	33	45
Wilmington..	2	1	5	8
San Francisco.	2	2	10	14
Seattle.....	2	2	6	10
TOTALS ...	51	39	134	224

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	2	0	1	3	0	1	0	1	1	1	0	2	0	0	0	0	0	0	0	0	2	0	0	2	10	21	8	39	0	4	6	10			
New York	24	55	20	99	4	15	13	32	15	36	10	61	3	2	8	13	0	0	0	61	13	0	74	90	160	33	283	16	48	80	144				
Philadelphia	6	6	0	12	0	5	16	21	6	3	0	9	0	3	9	12	0	1	2	3	9	12	3	24	16	16	4	36	0	6	17	23			
Baltimore	12	13	4	29	0	3	11	14	7	14	1	22	2	3	9	14	0	3	0	3	22	14	3	39	39	53	10	102	2	21	41	64			
Norfolk	7	4	0	11	0	5	2	7	0	1	0	1	0	1	1	2	0	0	0	0	1	2	0	3	8	10	3	21	0	5	10	15			
Jacksonville	0	8	1	9	1	1	3	5	1	0	0	1	0	1	2	3	0	0	0	0	1	3	0	4	4	14	1	19	4	2	8	14			
Tampa	1	1	1	3	0	1	1	2	0	0	0	0	0	1	1	2	0	1	0	1	0	2	1	3	2	6	1	9	0	5	3	8			
Mobile	12	10	2	24	0	2	2	4	2	7	0	9	3	1	3	7	0	2	0	2	9	7	2	18	31	25	11	67	0	2	9	11			
New Orleans	25	32	8	65	1	16	28	45	15	22	7	44	2	24	18	44	0	8	6	14	44	44	14	102	53	68	12	133	1	32	58	91			
Houston	19	27	9	55	3	17	15	35	17	23	7	47	2	15	8	25	0	3	0	3	47	25	3	75	53	78	11	142	5	30	43	78			
Wilmington	7	11	0	18	2	1	3	6	5	7	1	13	2	2	3	7	0	0	0	0	13	7	0	20	10	18	3	31	2	4	10	16			
San Francisco	10	14	3	27	0	1	3	4	3	10	1	14	1	4	5	10	1	1	4	6	14	10	6	30	30	27	4	61	1	15	4	20			
Seattle	4	12	5	21	0	4	5	9	1	6	4	11	0	8	6	14	0	0	0	0	11	14	0	25	19	31	5	55	0	36	19	55			
TOTALS	129	193	54	376	11	72	102	185	73	130	31	234	15	65	73	153	1	19	12	32	234	153	32	419	365	527	106	998	31	210	308	549			

ENGINE 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	2	0	2	0	1	0	1	0	0	1	1	0	1	1	2	0	0	0	0	1	2	0	3	1	16	2	19	0	6	3	9			
New York	12	44	8	64	4	19	10	33	3	39	4	46	3	7	8	18	0	1	10	11	46	18	11	75	50	123	17	190	12	48	50	110			
Philadelphia	3	7	1	11	0	5	4	9	1	10	1	12	0	2	4	6	0	2	0	2	12	6	2	20	4	17	4	25	0	7	13	20			
Baltimore	2	9	0	11	1	4	5	10	1	10	1	12	1	5	5	11	0	0	0	0	12	11	0	23	13	43	6	62	4	34	34	72			
Norfolk	0	5	5	10	0	2	4	6	0	1	1	2	0	0	1	1	0	0	0	0	2	1	0	3	2	15	1	18	0	9	8	17			
Jacksonville	0	1	0	1	1	4	1	6	1	0	0	1	0	0	0	0	0	1	2	3	1	0	3	4	1	7	0	8	3	4	4	11			
Tampa	1	1	0	2	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	0	2	1	3	2	6	0	8	0	1	1	2			
Mobile	3	10	1	14	0	2	6	8	1	8	1	10	0	2	5	7	0	1	3	4	10	7	4	21	8	27	1	36	0	5	10	15			
New Orleans	12	29	6	47	6	22	19	47	6	37	1	44	4	23	18	45	0	3	2	5	44	45	5	94	24	51	14	89	4	42	51	97			
Houston	7	20	2	29	4	17	11	32	6	24	2	32	0	18	11	29	0	2	1	3	32	29	3	64	24	42	3	69	9	46	37	92			
Wilmington	3	3	1	7	2	4	1	7	2	1	0	3	0	6	3	9	0	4	0	4	3	9	4	16	4	11	2	17	2	7	6	15			
San Francisco	3	16	4	23	2	4	1	7	3	12	2	17	1	2	1	4	1	0	0	1	17	4	1	22	8	35	7	50	3	12	8	23			
Seattle	1	14	3	18	1	2	4	7	2	8	5	15	2	2	6	10	0	1	0	1	15	10	1	26	5	31	3	39	2	18	7	27			
TOTALS	47	161	31	239	21	86	66	173	26	150	19	195	11	70	63	144	1	15	19	35	195	144	35	374	146	424	60	630	39	239	232	510			

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-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3
Bos.....	0	1	0	2	3	1	0	1	2	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1	1	1	4	6	5	16	1	0	2	3				
NY.....	8	12	14	22	56	2	4	16	22	4	11	9	15	39	1	0	0	7	8	0	0	5	5	39	8	5	52	24	56	34	66	180	10	12	25	47		
Phil.....	1	4	1	3	9	0	1	3	4	0	4	1	6	11	0	0	4	4	0	0	3	3	11	4	3	18	5	6	6	9	26	1	1	9	11			
Bal.....	1	3	5	6	15	0	2	5	7	1	5	2	4	12	1	0	9	10	0	0	0	0	0	12	10	9	25	13	30	14	24	81	6	4	43	53		
Nor.....	0	2	0	2	4	0	0	5	5	0	0	1	1	0	0	1	1	0	0	0	0	1	0	0	2	5	7	5	4	21	2	2	13	17				
Jac.....	1	0	1	0	2	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	4	3	0	10	1	3	1	5					
Tam.....	0	1	2	2	5	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	3	0	0	3	3	2	2	6	13	0	0	0	0					
Mob.....	2	6	1	2	11	0	2	7	9	0	1	0	4	5	0	0	3	3	0	0	4	4	5	3	4	12	4	17	9	12	42	2	2	14	18			
NO.....	3	15	7	20	45	1	2	32	35	4	11	5	16	36	4	1	35	40	0	5	5	36	40	5	81	15	21	16	44	96	3	5	78	86				
Hou.....	4	15	6	7	32	2	2	12	16	2	11	4	8	25	2	2	12	16	1	13	15	25	16	15	56	16	28	11	25	80	6	5	22	33				
Wil.....	2	2	1	3	8	1	0	3	4	0	1	3	3	7	0	0	3	3	1	0	3	4	7	3	4	14	6	4	2	7	19	4	0	11	15			
SF.....	2	3	4	4	13	0	0	2	2	0	1	2	3	6	0																							

The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

Gulf Seafarers Aid Johnson

Seafarers along the Gulf Coast turned to in traditional SIU style to lend a helping hand in the Johnson for President Campaign.

Volunteers in large numbers went to work in the New Orleans SIU Hall to process campaign literature for mailing in behalf of President Johnson and U. S. Representative Hale Boggs, who has Republican opposition in his bid for re-election as Congressman from Louisiana's Second District. Volunteers also were at work in Democratic Headquarters in Houston and Mobile. In Houston the AFL-CIO also was campaigning for U. S. Senator Ralph Yarborough who has strong Republican opposition.

In a special convention at Baton Rouge on October 18, attended by an SIU delegation that was one of the largest at the meeting, the Louisiana AFL-CIO went on record as concurring in the AFL-CIO endorsement of the Johnson-Humphrey ticket. The meeting, participated in by more than 600 delegates from throughout Louisiana, voted to support the campaign to the fullest extent. There were signs as election day approached that the Johnson campaign was gaining strength in Gulf Coast States, which had been considered doubtful by some political observers.

In Alabama, for example, loyal Democrats reported that John Tyson of Mobile, candidate for Congress from that District, was in trouble in his race with Republican Jack Edwards as a result of Tyson's reluctance to come out in support of the national Democratic party ticket. Tyson barely squeaked in as the Democratic nominee in a primary conducted in the State at large prior to redistricting of Alabama.

Aside from politics, a big topic of conversation around the SIU halls in the Gulf has been the progress of several power house Gulf States teams which have enjoyed national ranking during the early part of the season. For the benefit of those who may be out at sea, here are a couple of scores in the big games: Arkansas, 14, Texas 13; LSU 3, Tennessee 3; Alabama 17, Florida 14; Georgia Tech 7, Tulane 6; Vanderbilt 7, Ole Miss, previously beaten by Florida and Kentucky, 7.

As far as the shipping picture goes, it continues good in New Orleans, is booming in Houston and the outlook is fair in Mobile.

Mobile

After a year on the Clairborne, Homer E. Windham went home to Jackson, Alabama to enjoy the dove and deer season. S. A. Solomon got off the Del Oro and registered in Group 1 before going home for a vacation with his family in Montgomery. A. C. Reed, who last was on the Oceanic Wave, is enjoying a rest while building some time on his Group 2 engine department card. John J. Kane, an SIU member since 1938, will soon be looking for an AB's job. He has been vacationing after paying off the Arizona. H. B. Davis paid off the Alcoa Ranger after being on this ship about a year and probably will

spend the holidays with his family before making the job calls again.

Hubert C. Cain, who got off the Monarch of the Seas about a month ago, is currently promoting "rock and roll" music shows at the Mobile Municipal Auditorium while he builds up time on his Group 1 deck department card. After nine months on the Montpelier Victory, George P. Saucier paid off to spend some time with his family while having extensive dental work done. Dan Frazier, one of the real oldtimers, who sails messman, is vacationing at his home in Whistler, Ala., near Mobile.

Mose E. Coleman, who has been sailing out of the Gulf since 1938, paid off from the second cook's job on the Montpelier Victory and registered in Group 1. He will be looking for a night cook and baker's job when he finishes the vacation he is enjoying with friends and family in Mobile.

New Orleans

Some of the oldtimers have been showing their younger SIU Brothers how to really get the job done in doing volunteer work in the Johnson for President campaign. Among them are Vic Mierana, who is like an old fire horse when somebody rings the bell for a political campaign, Willie and Earl Hardeman, Manuel Traba, Phil O'Connor, John "Scotty" Clark and Bill Tank. The Hardeman brothers, both of whom recently retired on an SIU pension, checked in at the SIU Hall after a vacation trip to Mexico. They reported they had a grand time and came back praising the SIU disability pension and retirement plan. They said it gives them a chance to do things they have always wanted to do but never seemed to have the time.

After spending more time than usual on the beach while recovering from an illness, Gus Brosig took the chief steward's job on the Del Alba bound for West African ports. Gus, who is now 64 and has been sailing since 1914, looks hale and hearty for his age, but he says he is looking forward to reaching 65 so he can retire under the SIU Pension Plan. Gene Joachim, a veteran Inland Boatman, is willing away the time visiting with friends at the SIU Hall while recovering from an injured foot.

Houston

Philip Quintayo is registered in Group 1-S after sailing as chief steward on the Wilton to Japan. The ship was sold there for scrap and the crew, which was repatriated by air, paid off in Seattle

(Continued on page 16)

Eight SIU Veterans Join Growing Pensioner Ranks



Blackledge



Creel



Houland



Hardeman



Fernandez



Johnston

Seven Atlantic and Gulf district Seafarers and one Great Lakes district Seafarer have been added to the growing list of SIU men awarded SIU pensions and can now retire with the assurance of a monthly check in the mailbox. The action of the board of trustees brings the number of Seafarers receiving the \$150 a month to a total of 80.

The pensioners are Gabriel Colon, 61; James Henry Russell, 61; Thomas L. Blackledge, 62; James P. Creel, 54; Mikael Houland, 61; Earl T. Hardeman, 64; Manuel Fernandez, 65; Edmund H. Johnston, 64.

A member of the steward department, Colon has been sailing with the SIU since he signed on in New York many years ago. A native of Puerto Rico, he now makes his home in the Bronx, N.Y., rest-



Colon



Russell

ing easily with his monthly income. He last sailed on the Overseas Rose.

Russell is a native of New York City, although he will now retire to his home in Mobile Ala. An SIU old-timer, he signed his first articles in New York and has sailed in the steward department ever since. His last ship was the tanker Bradford Island.

Blackledge first joined the union in the port of New Orleans and spent his years at sea sailing in the steward department. A native of Mississippi, he now is settled comfortably on his \$150 monthly pension in Boutte, La. He last sailed aboard the Del Valle.

SIU Oldtimer

Creel is a native of Mississippi who now makes his home in New Orleans. An SIU oldtimer, he joined the Union in the port of Mobile sailing in the engine department. He has retired from his last ship, the Del Rio, to his home in New Orleans.

Houland is a native of the country of Norway, who is now a resident of Brooklyn, N.Y. He first joined the SIU in New York and sailed in the engine department. Before coming to this country, he sailed for many years on foreign-flag vessels. His last ship was the John C.

A member of the deck department during his years at sea, Hardeman joined the SIU for the first time in the port of New York. A native of Augusta, Ga., he now plans to settle down in his home in that city, confident that his pension check will be in the mailbox each month. He last sailed aboard the Andrew Jackson.

Fernandez last sailed aboard the Flomar in the engine department as fireman-watertender. A native of Spain, he first came to this country 33 years ago, and

shipped with the SIU from the port of Philadelphia. Fernandez now makes his home in Baltimore, Md.

A member of the steward department, Johnston first joined

the SIU-Great Lakes district in the port of Detroit. A native of Michigan, he now plans to settle at his home in Hubbard, Mich. He last sailed aboard the tanker, Detroit.



By Frank Drozak, West Coast Representative

Calif. Labor Fights For Election Goals

The top local task for San Francisco labor between now and election Day is the drive to guarantee the political retirement of anti-labor Congressman William S. Mailliard. The Maritime Port Council in the Bay area went on record against Mailliard, who stands in the Goldwater corner of the Republican party, at its meeting last week. The Port Council voted to devote its main energies to the election of Thomas O'Toole, the Democratic candidate for Mailliard's seat. Mailliard, who has always sought labor's support, showed his true feelings in Congress by his 'no' vote on medicare, the tax cut, the war on poverty, social security, medical schools, mass transit, aid to students and other labor-supported legislation.

Labor's drive to elect O'Toole in place of Mailliard will include house-to-house canvassing in the district to bring out the normally Democratic voters and alert them to Mailliard's anti-labor, anti-social welfare record.

The second key issue for California voters—besides the various contests for national and state offices—are the propositions that will appear on the ballot. Many will affect the life of Californians for a long time to come. Here then are organized labor's recommendations on the 17 propositions that will appear on the November 3 ballot.

Delegates to the California Labor Federation convention in San Francisco last month put their strongest emphasis on defeating Propositions 14, 16 and 17 and an overwhelming body of unions throughout the state are urging a YES vote in Proposition 15.

No.	Subject	Recommendation
1	-\$150 million beaches and parks bond issue.....	YES
2	-\$380 million construction bond issue.....	YES
3	-\$260 million school building aid bond issue.....	YES
4	Property tax exemption for veterans— No recommendation.	
5	Property tax exemption for widows and veterans.....	YES
6	Retaliatory tax of insurance companies— No recommendation.	
7	Investing retirement funds in corporation stock.....	YES
8	Re-election of Superior Court judges in counties with populations exceeding 700,000.....	YES
9	County supervisorial district boundaries.....	YES
10	Disposition of school land fund revenues.....	YES
11	Municipal contracts with counties.....	YES
12	Property tax relief in disaster areas.....	YES
13	Safeguard against misuse of the California Constitution....	YES
14	Sales and rentals of residential real property.....	NO
15	Television Programs Initiative.....	YES
16	Lottery License.....	NO
17	Railroad train crews.....	NO

Shipping was on the slow bell in San Francisco during the last period. Only one ship paid off, two signed-on and six were serviced in transit. The outlook for the coming period is also slow, with only the Hercules Delaware, Wild Ranger and the Iberville expected to pass through in transit. Chang P. King, just off the Wild Ranger, has had a run of mixed luck lately. His wife just gave birth to a fine six and one-half pound baby girl, but he suffered a sprained ankle at about the same time.

Vincent G. Fitzgerald, an SIU old timer, is coming along nicely in the USPHS hospital. He says he misses the old Bloomfield and his old shipmates down in the Gulf. Ragner E. Olsen, another old timer, had to be flown back from Incheon, Korea, after suffering a heart attack while serving aboard the Choctaw. He's improving rapidly now, and hopes to be all right soon again. Calvin Wilson, who last sailed as the bosun on the Wild Ranger, is back in dry dock for another grafting job on his leg. His former shipmates wish him all the best.

Wilmington

Shipping has been very good in Wilmington during the last period. The Wild Ranger and the Mount Washington paid off and the Monticello Victory, San Francisco, Portmar, Robin Hood and Alamar went through in transit. The outlook for the next period is also good, with the

(Continued on page 18)

Notify Welfare Of Changes

The SIU Welfare Services Department reports that it has had difficulty locating seamen's families because the seamen's enrollment or beneficiary cards have not been kept up to date. Some death benefit payments have been delayed for some time until the Seafarer's beneficiaries could be located. To avoid delays in payments of welfare benefits, Seafarers are advised to notify the Union immediately of any changes in address, changes in the names of beneficiaries or additional dependents by filling out new enrollment and beneficiary cards. The cards should be witnessed as a means of verifying signatures.

Polls Committee Voting Guide

In an attempt to help the various Polls Committees in the conduct of the General Election for the years 1965-1968, the following suggestions emphasize some of the steps to be taken each voting day of the voting period. In any event, the provisions of the Constitution govern, and in the conduct of your work you are to determine your functions in accordance with the Constitution.

STEP NO. 1

The election of a Polls Committee composed of three (3) full book members, none of whom shall be a candidate, officer, or an elected or appointed job-holder. Must be elected between 8:00 A.M. and 9:00 A.M. of the voting day. CANNOT BE ELECTED AT ANY OTHER TIME. Five (5) full book members constitute a quorum for this meeting.

STEP NO. 2

The Port Agent shall turn over to the elected Polls Committee the port file containing the letter from Headquarters showing the numbers of the ballots received from Headquarters, also containing the duplicate copies of the rosters for the previous days of voting, as well as the stubs of the used ballots, the unused ballots, and any other election material of the Port. (The best place for all of this material is in the ballot box.) The Polls Committee should check all of the above to make sure that all voting material is turned over to them by the Port Agent.

After having ascertained that all of the election material was found to be correct and in good order, the Polls Committee shall execute, in duplicate, the "Agent's Receipt From Polls Committee" — the original of which shall be mailed to the Secretary-Treasurer at Headquarters at the end of the day's voting in a roster envelope,

as provided for in Step. No. 5 herein. The duplicate copy shall be given to the Port Agent for the Port Election files.

STEP NO. 3

THE POLLS COMMITTEE MUST NOT LET ANY BALLOTS BE CAST BEFORE 9:00 A.M. Before letting any full book member vote, the Committee shall make sure that he has his dues paid through the Fourth Quarter of 1964, as well as his 1964 assessments BEFORE being allowed to vote. There may be some exceptions based upon a man shipping out, or other valid reason, for not paying dues. If you have any doubts as to whether or not a man is eligible to vote, you should let him vote a challenged ballot in the manner which is described in the last paragraph of this Step No. 3.

The Committee should then have the man sign his own name to the roster, and one of the Committee should print the man's book number and ballot number on the roster. One of the Committee should then tear the stub from the ballot, give the ballot to the man, and thread the stub on the string provided for that purpose. The member should not be given back his book until such time as he has dropped his ballot in the ballot box. Before the man votes, one of the Committee should stamp the date and the word "VOTED" in the member's Union book.

Challenged Ballots. When a man votes a challenged ballot, the Committee shall have the man sign his own name to the roster, and one of the Committee should place the man's book number and ballot number on the roster and the word "CHALLENGE" alongside. One of the Committee should then tear the stub from the ballot, and thread the stub on a string provided for that purpose, give the

ballot and one plain white envelope with no markings to the voter. The Committee should then instruct the voter that after he marks his ballot in the area provided for same, he should then fold his ballot, place it in the white envelope, seal it and not deposit it in the ballot box but return with it to the Committee. The Committee will then give the man a brown envelope marked "CHALLENGED BALLOT" and which also has lines for the man's name, book number, port and date. The man, in the presence of the Committee, shall place the white envelope into the brown envelope and seal the same. The Committee will then fill in the man's name, book number, port and date, and on the face of the envelope write the reason for the challenge and the man will then deposit the brown envelope into the ballot box. The member should not be given his book back until such time as he has dropped his brown envelope into the ballot box. Before the man votes, one of the Committee should stamp the date and the word "VOTED" in the member's union book.

STEP NO. 4

At the end of the day's voting, the Polls Committee shall open the ballot box and count the number of ballots from the box. They should then compare the number of ballots against the number issued on the rosters for the day, to see if all ballots issued were put in the ballot box. The day's ballots cast should then be put in the envelope provided for that purpose, and all blank spaces on the envelope should then be properly filled in. After all blank spaces are filled in, the envelope, or envelopes, should then be placed in the envelope or envelopes provided for the mailing to the bank depository.

STEP NO. 5

The Committee should then check to see if all Polls Committee members have signed all sheets of the rosters. The duplicate roster sheets for the day should be given to the Port Agent, and the originals of the rosters should be placed in the envelope provided for that purpose. In addition, the Committee should be given the original of the minutes form for the election of a Polls Committee, with all the blank spaces on the form filled in. The Polls Committee should put the originals of the rosters, the original copy of the "Agent's Receipt From Polls Committee," as well as the original minutes of the Special Meeting for the election of the Polls Committee, in the envelope provided for that purpose. THESE MUST BE MAILED TO HEADQUARTERS DAILY.

STEP NO. 6

Before leaving the building to handle the mailing required by the Constitution, the Polls Committee shall lock all election material in the ballot box. They shall place the key for the ballot box in the envelope provided for that purpose and fill in all the spaces on the outside thereof. Then the envelope containing the key, as well as the ballot box containing all of the election material, shall be turned over to the Port Agent by the Polls Committee.

STEP NO. 7

The last action of the Polls Committee each day shall be the mailing of the ballots to the bank depository, as well as mailing the rosters and minutes of the election of the Polls Committee to Headquarters.

STEP NO. 8

As has been the practice in the past, all candidates may campaign for office. However, to insure good

order and to further preserve the secrecy of the ballot, electioneering must not take place within 25 feet of the polling place. In any event, good order and decorum must be preserved. Any member whose ballot has been solicited within the prohibited area is required to make this fact known to the Polls Committee, which shall record the complaint in its report, as well as its findings and recommendations thereon.

In connection with this, and as was adopted by membership action, any member who has a complaint that any of the election and balloting procedures of this Union have been violated, the same procedure as above shall be followed.

Obviously, none of this is to be deemed to deprive any candidate or member of his constitutional rights to observe the conduct of the election, the tallying of ballots, and so on, provided he maintains his proper decorum.

SECRECY OF THE BALLOT MUST BE PRESERVED

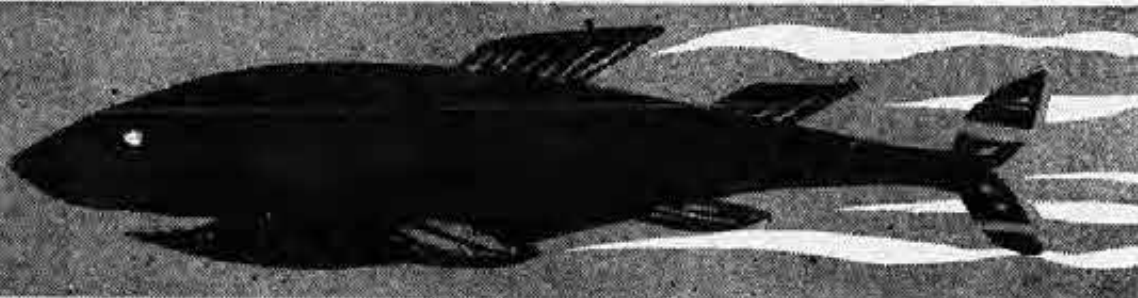
STEP NO. 9

The attention of the Polls Committee is directed to the provisions of the Constitution, in particular, Sections 3, 4, 5 (a) and 5 (b) of Article XIII. The attention of the Polls Committee is also directed to the Executive Committee minutes of September 9, 1964, which have been previously publicized, after approval by the membership. The full duties of the Polls Committees are set forth in the Constitution. The present list of suggestions is, obviously, not all inclusive.

STEP NO. 10

All Polls Committees may contact Headquarters by teletype on any questions relative to the conduct of the election. However, here too, the decision must be that of the Polls Committee.

SHARK!



WHEN a merchant seaman takes to the water after abandoning ship he is faced by many dangers. One of the most fearsome is the possibility that the waters are shark infested. To help minimize the peril of sharks for swimmers or anyone else who takes to the water, two shark's eyes, neatly wrapped in plastic bags, recently arrived at the University of Miami's Institute of Marine Science. Scientists at the institute hope the plastic-bagged eyes will help them answer an important question: Is a shark color-blind?

Yum-Yum Yellow

Seafarers who had their ships shot out from under them during the war might agree with the belief of many that best shark-repellent chemicals available don't do their job too well. Navy pilots have also voiced the opinion that the yellow color of some life rafts and life jackets used by downed fliers may actually attract sharks to the area for a meal. Skin divers have begun to call the color "Yum Yum Yellow" for this reason. The plastic-bagged shipment of shark's eyes were ordered so they could be studied carefully to determine if sharks are really color-blind, as had been thought, or are instead attracted by bright colors.

The color vision of sharks is only one of the questions about sharks which have been under investigation recently, and the shark is only one of many marine forms which are under study. Sea scientists are ready to admit that their knowledge of the sea and its creatures is very small. "Compared to what is known on land, we're about 200 years behind," a noted deep-water fish specialist readily admits.

More On Sharks

The shark's color vision is still a matter of doubt. It is known however, that sharks have a strong sense of smell. Recent experiments have also proved that sharks have a remarkable ability to "home in" on the source of certain underwater sound waves with great accuracy. It is thought now that this ability to hear underwater sounds is what attracts huge numbers of sharks to a fish, or a man, struggling in the water.

Scientists readily admit that much too little is known about the shark. In the following article, the LOG presents some of the shark-lore which is available and describes the continuing search for further information about one of man's most ancient enemies.

To test the shark's hearing ability, scientists have simulated the sound of a fish or a man struggling in the water. The taped sound was broadcast into the water from a small boat while scientists watched from a plane overhead. In every case, using the proper sound, sharks streaked toward their target—some from more than 200 yards away—with an error of never more than five degrees which they constantly corrected as they drew closer. Certain sounds, to a shark, are the signal that "dinner is served."

Hears With Skin

In addition to its ears, scientists feel the shark also hears through a so-called "lateral line" of sensitive cells along his sides. Experiments are underway to determine if this is so. Experiments have already shown that the shark is no dope. Not only can he distinguish between two sounds as little as half an octave apart, but he can be trained to approach one sound source while ignoring another.

Once trained to a certain sound by receiving a morsel of food as reward for his correct response, the shark really gets to like the sound. By placing an electrode near the shark's heart, a sort of electrocardiogram shows that his heart will actually skip a beat or two upon hearing the sound. The shark's hearing is so good that once conditioned, even the faintest sound at low frequencies will bring on a response.

From their experiments so far, the scientists have given strong support to what seafaring men have always believed—the shark is a formidable and dangerous enemy.

They point out however, that not all sharks are dangerous, although they don't advise anyone to carry on experiments of his own to find out which are and which aren't. Fewer than 30 of the 250 different species of sharks have been definitely implicated in attacks on humans, scientists have found. Some of the biggest sharks, in fact, seem to be quite peaceful. The huge, 40-foot basking shark has only minute teeth and seems to feed only on the smallest of fish and tiny sea organisms. On the other hand, a slightly smaller variety, the 36-foot white shark, is described as highly aggressive and capable of swallowing a man whole. Calling him dangerous would be an understatement and the best rule of thumb for the time being seems to be "stay away from all sharks."

Other aspects of sea-life research are aimed at aiding commercial and sport fishermen.

½ Gallon Of Marlin

Any Seafarer who has ever hooked into a furiously fighting blue marlin, tuna or swordfish, which grow to a weight of 2,000 pounds, may find the following statement by a sea scientist hard to believe. "At one time I had a half-gallon jar with 476 marlin in it."

He is quite serious however, and the mystery of how an organism which is so tiny at birth can survive in the sea to reach such mammoth proportions is scheduled for some serious study. Some feel the task may take scientists 200 years to complete.

To find out more about the life cycle and habits of fish, the scientists all agree that they must learn a great deal more about the sea as well. Oceanographic vessels, such as the SIU-manned Anton Bruun and Robert D. Conrad are kept at sea most of the time gathering specimens of sea life, charting ocean currents, measuring sea water temperatures, salt content and density, and the ceaseless, mysterious movements of the sea.

Jobs

By Cal Tanner, Executive Vice-President

U.S. Shipbuilding At Low Ebb

According to the latest figures released by Lloyd's Register of Shipping, shipyards around the world were booming with new orders during the third quarter of this year. The main reason for the boom in new ship construction was given as the low prices available for new bottoms because of fierce competition.

The boom, however, did not—and does not—extend to the United States, where shipbuilding activity remains at a level unworthy of what should be the greatest maritime power on earth. We, who have the facilities, the raw and finished materials, the skilled manpower and the technical know-how, rank a poor seventh on the list of shipbuilding nations. Ahead of us are Japan, Britain, Sweden, West Germany, France and Italy, in that order. With the exception of Sweden, all were involved in World War II and had much of their shipyard facilities damaged or destroyed; and two, West Germany and Japan, the losers in the war, had to start from scratch.

The tonnage figures show America's poor position even more graphically. Japan, the leading shipbuilder, has 2.5 million tons of shipping abuilding in her yards in the third quarter of this year, while the United States had only 471,000 tons. The Japanese lead then was nearly six to one.

How have we come to such a sad state of affairs when, just 20 years ago, we were building more ships

than the whole rest of the world combined? The answer, of course, lies in the continuing decline of all segments of our maritime industry. We ended World War II with nearly 30 million tons of shipping, the bulk of it then in spanking new condition, having been built to meet the emergency. While we rested on our laurels, the nations of western Europe, with the help of American tax dollars, began to rebuild their maritime industries, realizing the important role shipping would play in a trade-conscious postwar world. Included in those nations revitalizing or creating new maritime industries were those of the communist bloc.

Through short-sightedness and just plain neglect, the United States stayed out of the maritime

race. While other countries were building new and efficient vessels, our huge, much-vaunted fleet was rapidly aging and getting ready for the mothball fleet. With each passing year, the average age of our active fleet grew since the amount of shipping did not even come close to meeting our minimum requirements. Ships of 20 years or older became the mainstays of our dry cargo and tanker fleets and a solid portion of our bulk carrier fleet. On the Lakes, the situation was even worse. It has been a long time since any of the Lakes ports have seen a new ship, and almost all of the Lakes shipyards are out of business. The few remaining do only repair and reconversion work and see the prospects dim for building new ships again in the near future.

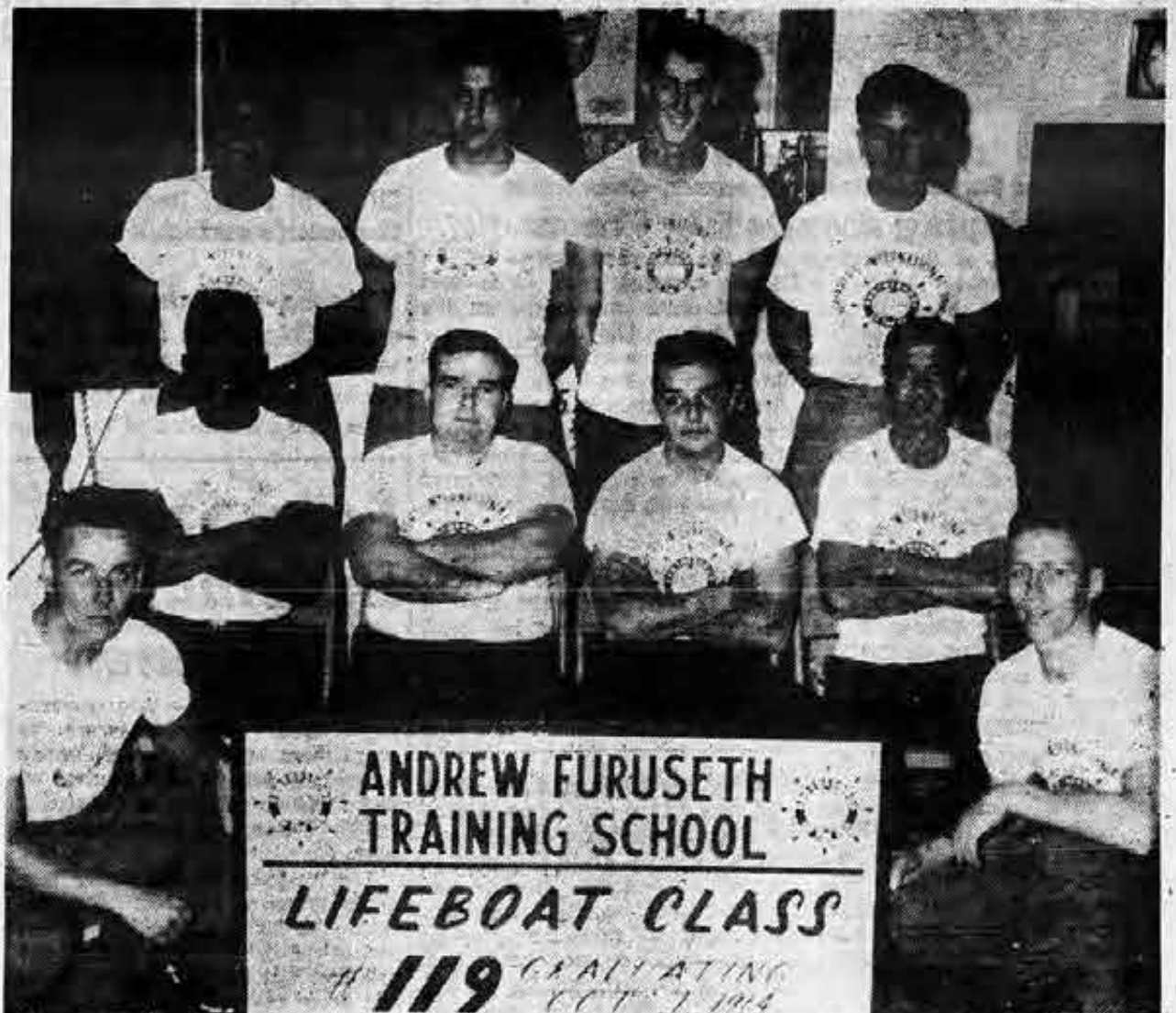
Adding to the problem was the situation of the runaways, which began before the war in a small way but really ballooned in the postwar years.

Creating unemployment in the American maritime industry and causing a drain on the nation's balance of payments, the runaway operators added to the problem by ordering whatever new tonnage they needed in foreign shipyards. As an example, the current Lloyd's Register review of shipbuilding shows that the runaway flag nations—Liberia and Panama—are in the front ranks of those countries ordering new shipping. Liberia, the prime haven of the runaway United States oil companies, is the recipient of more and more new supertankers. Meanwhile, American-flag tankers carry less than five percent of our nation's oil needs.

As a result of the policies which ignore the needs of America's merchant marine and allow our ships to desert to runaway flags, our shipyards have been working at about half of their capacity. The slowdown has forced many hundreds of skilled shipbuilders to seek work elsewhere, their long years of experience and know-how going to waste.

The problems of Seafarers and shipbuilders are closely connected. One cannot thrive without the other, and if one is not doing well neither will the other. A government policy that would rebuild America's merchant marine and bring it to the level demanded for the greatest nation in the world would bring work to shipbuilders and to the Seafarers who would sail the new American ships. To that end, the seagoing unions and the shipbuilders union stand together—in the AFL-CIO Maritime Trades Department—in the fight to strengthen America's merchant marine—not only for the benefit of Seafarers and shipbuilders, but for the nation as a whole.

Lifeboat Class 119 Wins Tickets



Members of Lifeboat Class 119 pose after successfully completing Coast Guard requirements of the New York headquarters course. The latest members of the Union to win lifeboat tickets are (front row l-r) Clifford W. Men-Dell, John C. Mayo; (middle) Joe N. Brown, Carl E. Schunk, Lester Stelly, James Dannt; (rear) instructor Dan Butts, Anthony Amendolia, Jr., Raymond Talbot and Raymond Diaz. Other members of the graduating class who were not present for the picture-taking session were Stanley Wielgosz, Niel Silver, Charles Feye, Sedeb Idris, Thomas Anderson, Joseph Formica, M. R. Remko and Luis Bonefont.

SIU Cabbie's Struggle Nabs Taxi Robbers

CHICAGO—SIU cab driver Eleveterio Sepulveda put the finger on a couple of stickup men here recently, but it wasn't easy—not by a long shot.

Sepulveda, a driver out of SIU Transportation Services and Allied Workers-contracted Checker Cab unit 3, related how he picked up two men at about 13:30 A.M., recently and drove them to their destination. But when they got there, one of the passengers grabbed Sepulveda from behind and put a knife to his throat while the other began to beat him and demand money.

Sepulveda proved to be a man not easily robbed however, and managed to break away and get outside the cab, where, although he was still outnumbered, the battle continued. "They worked me over pretty badly," the driver recalls, "but once we were out of the cab, I got in some pretty good blows."

The robbers fled and Sepulveda hailed a policeman. They caught up with one of the robbers a short distance from the scene. The arrested holdup man would not reveal the name of his partner, but police say the team was responsible for robberies of 10 or 12 cab drivers in recent months.

To help cut down on such robberies, Sepulveda advises his fellow cab drivers to cooperate with the police by attending showups and reporting all suspicious looking people who ride cabs late at night.

One stickup team has been pretty well broken up, however.

Shipwrecking Yard Awaits Old Vessels' Last Voyage

SOUTH KEARNY, N.J.—This small town on the banks of the Hackensack River in northern New Jersey is the last port of call in the life of many an ocean-going ship. When a deep sea vessel ties up at a pier here, there are no gangs of longshoremen to swarm

aboard to load or unload cargo. Instead, groups of workers carrying acetylene torches, and jackhammers move aboard to literally sound the death knell for the once-proud freighters, liners and warships that once plowed mightily across the seven seas.

A vessel ending up here at the shipwrecking yards of the Lipssett Division of Luria Brothers & Company, Inc., is destined for a fiery death in an open-hearth furnace. While its useful life as an ocean-going ship is at an end, its steel plates are of high value for use in construction of new vessels for the U.S. fleet.

The Lipssett Division yard serves as the graveyard for as many as 25 ships per year. They range from luxury liners to cargo vessels and world-famous warships that have all outlived their usefulness.

Workers at the yard rip into the superstructure and hull with flaming oxyacetylene torches, hammers and other tools of the wrecking trade to salvage every thing of value out of the vessel. An average Liberty ship, for instance, will yield about 3,000 tons of scrap steel which has a value of about \$30 per ton on today's scrap market.

Shipwreckers, like their brethren in automobile junk yards, keep a sharp eye out for valuable equipment that has a high re-sale value. Highly prized items include

pumps, propellers, heat exchangers, steam condensers, switchboards and other electrical equipment. Scrap copper, which now sells for \$600 per ton, is regarded as one of the highest salvage treasures.

After the wreckers have carved up sections of a ship into bits and pieces, the remains are then pressed into bundles. These bundles are next delivered into the furnaces where they are melted down for use in steel for new ships. Thus, while the Lipssett yard is the graveyard for old ships, it also provides the material for new additions to the fleet.

The art of demolishing an ocean-going ship has been perfected at the South Kearny yard where the wrecking is done while a vessel is lying beside a pier. This method is used in contrast to other costlier operations where a ship is either beached or drydocked for demolition. Another alternative is to cut a vessel down to her water-

line, and then beach or drydock the hull for the final phase of wrecking.

The trick to the pier-side demolition process is to keep the ship in balance as the work progresses. Lipssett Division officials liken this technique to burning a candle at both ends. Any slip-ups in the process means that the hulk will sink to the bottom.

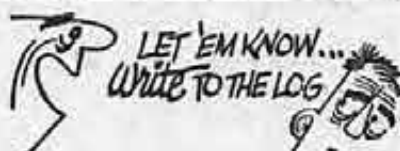
Work begins first with the removal of the funnel and then continues as a piece is lifted from the stern, and then another from the stem. This technique is followed until the last plate of the keel is removed.

The Lipssett Division, which is the largest shipwrecking organization in the world, has a backlog of vessels that include the former school ship Empire State, several naval and liberty ships as well as the superstructure of old Texas Tower Number 3, which was dismantled from its perch off the coast of Massachusetts recently.

SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: September 1 - September 30, 1964

Port	Seamen	Wives	Children	TOTAL
Baltimore.....	141	24	22	187
Houston.....	142	10	10	162
Mobile.....	58	6	8	72
New Orleans.....	215	15	24	254
New York.....	445	37	26	508
Philadelphia.....	215	29	19	263
TOTAL.....	1,216	121	109	1,446





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

Lakes Shipping Awaits Big Freeze

With the arrival of the Hastings and the expected arrival of the De Soto, the shipping picture in Detroit remains good. The cold weather is starting to set in and general cargo movements on the Lakes are being loaded at a steady pace before the big freeze.

Old-timer, John Poliwka, was in the hall last week and left with most of the pinocchio money. Other old-timers on the beach are John Schaad, Leo Troy, Carl Green, JoJe Arnold and Pete Fagan.

1964 was the best shipping season for salt-water jobs since the opening of the Seaway. We had seven Waterman ships, one Alcoa and one Maritime Overseas. According to the reports we received, Waterman Steamship Company will be back next season with several vessels calling at ports on the Great Lakes.

Chicago

Shipping in the Chicago area has again and continues to be extremely good and there is no let-up in sight, which is amazing for this time of year. The Detroit Edison (Boland & Cornelius) recalled her crew after a three-week lay-off due to the ship being sent to the shipyard for extensive repairs to her bottom. Twenty-seven plates were renewed after scraping her bottom coming out of the harbor in Muskegon. All hands were happy to get back on the job.

George Stevenson shipped recently aboard the Sylvania as medical relief porter and Bill Toler shipped on the Sullivan Brothers and will stay with her through lay-up. Bill Toler, by the way, was the first SIU member to register in the Chicago hall when that branch was re-opened in June, 1959.

Alpena

Alpena reports that shipping has slowed up for the first time this year. We were sorry to hear about Brother Norbert Werda's bad luck. His home burned to the ground. Brother Werda is a conveyorman on the J. B. Ford.

Cleveland

Many oldtimers in the port of Cleveland say that 1964 was the best they have ever seen. Things have finally slowed down to normal and many of the regulars are now starting to return to this area. George Karr is back on the beach, as is Vince Carroll, who worked all season on the South American. Paul Blaha is in the St. Joseph Memorial Hospital in Lorain and we wish him a speedy recovery. Paul was seriously injured in a fall.

Buffalo

Grain shipments have broken all existing records during 1964 so far, as two grain elevators were reopened in Buffalo last week. American bottoms carried 61.5 million bushels which is more grain this year than in any other corre-

sponding period in history. However, this figure carried on American ships accounts for only 11 percent of the total grain shipment of 544 million bushels. Foreign and Canadian ships carried the other 89 percent. All of this means that shipping will remain good in Buffalo in all departments for all ratings. With the additional grain elevators now in operation, some port officials feel this will affect the size of the winter fleet expected to lay-up in this area.

Frankfort

The City of Green Bay is expected out of the Manitowoc shipyard any day. The City of Grand Rapids is now laying up and the crew off this one will help relieve the critical shortage of manpower. For the last two weeks we have had only three book men registered on the Board. Lester Sturtevant was transferred from the Paul Oliver Memorial Hospital in Frankfort to the USPHS hospital in Detroit. Lester says that he would be happy to hear from his many friends.

Duluth

Shipping remains good in all departments and book men are still grabbing permanent jobs off the Board. Old man Winter finally arrived in Duluth with sleet, snow and freezing temperatures but we don't expect this to affect the shipping picture for at least another month. Carl Davis, AB, was with us one day and shipped on a permanent job the next; here today, and gone tomorrow. That's the way it's been all year.

In case you're around any of the bowling alleys in Chicago, there's a good chance you'll see SIU United Industrial Worker's members on the boards. Cinch Plant Workers, 32 members, have started a bowling league and we hope they're on top at the end of the bowling season. The team is wearing white shirts and blouses with blue lettering that reads "UIW, Local 300, Seafarers International Union, AFL-CIO." The Chicago MTD is still supporting Local 192 Automobile Sales Workers in their beef with Johnson Ford.

The newspaper strike in Detroit is now more than 100 days old and the unions and publishers are still deadlocked with no settlement in sight. The big issue in this strike is automation. The newspapers want to install machines that can be operated by one man. The Printing Pressmen, Local 13, and Paper and Plate Handlers, Local 10, are willing to bargain at the tables but the publishers want to go to arbitration. The Union membership voted unanimously to reject any form of arbitration.

Giant Waves Found In Depths Of Ocean

Scientists from Columbia University, supported by the Office of Naval Research, have measured waves deep below the ocean's surface that often dwarf those on the top of the sea.

These waves, the researchers of Columbia's Hudson Laboratories have found, run to depths ranging down to four miles. The observation of the deep

sea waves were made from instruments that resemble underwater space satellites. The oceanographic scientists first made their findings in the warm waters of the Caribbean and later confirmed them in the depths of the Atlantic.

The satellites the scientists used were instrument packages enclosed in 13-inch aluminum spheres. The spheres are able to float under the sea at any depth up to 20,000 feet. The depth the instruments operate at may be set by the scientists.

The data collected by the satellites is relayed to instruments on the surface by sonic pings. The instruments were developed and operated under direction of Theodore Pochapsky, senior research associate at Hudson Laboratories.

In the Caribbean portion of the project, the satellites were used in pairs under the notion that they would remain in close proximity, at the extreme depths. The satellites chose to bob and change their distance from one another instead. The bobbing was found to be in direct reaction to the 'internal' waves below the surface, and consisted of regular up and down movements of about ten feet.

Later the movements were found to be not only confined to the Caribbean. In the Atlantic, as positions east of Bermuda and at the Equator, similar bobbing movements occurred.

Some of the undersea waves were found to be monstrous compared to those on the surface. While the largest storm-or hurricane-generated surface wave will rarely exceed 40 to 50 feet, waves of 100 feet or more were found beneath the surface.

The Columbia scientists are planning further experiments to find ocean areas where the internal waves do not exist and where they are at their strongest. They will try to discover the nature of the undersea breakers which are said to form when the internal waves wash up against the continental shelf about 50 miles off the coast of North America.

Through the existence of such internal waves was discovered before from the measurement of different ocean temperatures, the present research was the first to give demonstrations of the vertical movement of waves at undersea depths.

The scientists also plan to do research on undersea tides and undersea 'weather' with the satellite devices. Submarinal tidal movements have already been studied in the Caribbean, where they moved the satellites up and down a distance of 100 feet on a regular twice daily basis.

Quick shifts in the flow of masses of warm or cold water below the ocean brings the phenomenon of undersea 'weather.' In certain regions, the movement of water of different temperatures from the North Atlantic or the Mediterranean is said to be like the movement of air from the polar regions which change our surface weather.

Changes in local currents under the water are also being studied with the satellites. Those questions which cannot now be answered by the present form of the satellites may find their answers from a refined form of the instrument now under development.

Food Stamp Distribution Is Widened

WASHINGTON — The Government food stamp program to supplement the diets of needy Americans will be expanded to 41 states and the District of Columbia, the Department of Agriculture announced.

The program is now under way in 43 areas of 21 states. The increase to be put into effect was authorized by Congress during the summer. The food stamp program has been run on an experimental basis for three years.

The Department said there will be 87 areas in seven different states and the District of Columbia where the program will go into effect immediately. It also listed 13 other states which have asked to participate in the program but which have not submitted lists of designated areas where the food stamp plan should be used.

Under the plan, needy persons buy food stamps from the government with money they would ordinarily spend on food in stores. The government adds free stamps to the ones purchased so that recipients can get more food in better variety.

The average participant gets \$10 in stamps for each \$6 worth he purchases. About 400,000 needy Americans are now covered by the plan, the figure to go to more than four million. By next July, the Agriculture Department expects the present total of 400,000 to reach the million mark.

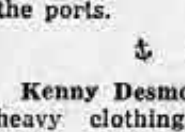
Under the expansion of the program, big cities will be included for the first time. They include Chicago, Denver, Baltimore, Minneapolis, Cincinnati and Little Rock.

In areas where the plan is already in operation, the government's direct distribution program is cut out. Congress has already granted \$60 million to operate the food stamp program for the fiscal year 1965. The legislation that put the food stamp program on a regular basis has authorized \$100 million for the fiscal year starting next July 1.

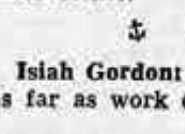
The INQUIRING SEAFARER

QUESTION: What kind of gear do you take with you when you ship out?

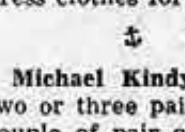
Delvin Johnson: I take lots of winter clothes and also some light wear for when it gets hot. I also take a transistor short-wave radio and a swimming suit. I always include a swimming suit in my gear, because swimming is great in some of the ports.



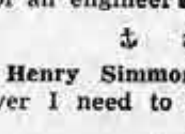
Kenny Desmond: I take lots of heavy clothing, such as heavy underwear, sweaters, and an oil skin and some good work shoes. I always include a radio in my gear and a camera. Sometimes I take some books that especially interest me.



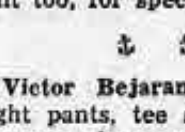
Isiah Gordon: All I have to take as far as work clothes go, are my shoes. I'm in the steward department and the company furnishes everything else. Of course, I take some sports clothes to wear around the ship and then some dress clothes for when we hit port.



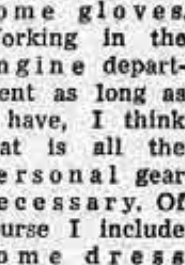
Michael Kindya: I mostly take two or three pairs of dungarees, a couple of pair of work shirts, a work hat and two or three pairs of gloves. Nothing heavy though, it gets hot in the engine room. I also take along a tape recorder and my gear always includes my books to study for an engineer's license.



Henry Simmons: I take whatever I need to work in and my working tools — knives and other cutlery, since I am a night baker. For myself I always take my record player and a stack of records and some sports clothes. I usually have a suit too, for special occasions.



Victor Bejarano: I take some light pants, tee shirts, a hat and some gloves. Working in the engine department as long as I have, I think that is all the personal gear necessary. Of course I include some dress clothes in my gear and a radio. I recommend a good pair of protective shoes to anyone in the engine department, too.



Anti-Poverty Post Goes To Labor Official

WASHINGTON — A high-ranking official of the AFL-CIO has been named by President Johnson to direct the community action part of the Government's antipoverty program.

Jack T. Conway, executive director of the AFL-CIO Industrial Union Department will take a leave of absence from his labor post to serve in the antipoverty program as deputy to Sargent Shriver, director of the Office of Economic Opportunity, the new agency that will carry out the antipoverty program.

In his new post, Conway will administer Federal grants to communities and states to assist them in local projects. More than 250 cities, counties and groups have reportedly indicated interest in starting local projects such as slum clearance, pre-school clinics, remedial education classes and work-training programs.

SPAD

Seafarers Political Activity Report



TV SHOW BACKS MEDICARE—America's elderly and their sons and daughters presented the case for Social Security-backed medicare on a CBS-TV network half-hour program on Sunday, October 25. E. G. Marshall, star of "The Defenders" video show, was the only professional actor in the program sponsored by the National Council for Senior Citizens. Called "Rx for a Nightmare," the show depicted the often heart-breaking plight of elderly persons whose illnesses often force them to use up their life's savings for hospital and medical bills. It also showed the financial effect the illnesses of the elderly have on their hard-pressed families. Senator Clinton P. Anderson (D-N.M.) and famed baby doctor Benjamin Spock, both on the show, spoke in favor of the Medicare bill.



LAWMAKERS LAUD EDUCATION ACT—Expansion and improvement of the National Defense Education Act was one of the chief accomplishments of the last Congress. Representatives Edith Green (D-Ore.) and Alvin E. O'Konski agreed in interviews on the AFL-CIO radio program "Washington Reports to the People." The Act, Mrs. Green pointed out, was expanded to include history, geography and English, as well as science, mathematics and engineering. Title III of the NDEA was broadened, she said, so equipment purchased in the three additional subjects would be possible. Since the bill was enacted, O'Konski reported 60,000 able and needy students have obtained loans under its provisions. The interest rate on the loan is three percent, and the loans do not become payable until after the student completes his schooling.



MORE UNIONS BACK JOHNSON-HUMPHREY—Three more international unions have endorsed the Johnson-Humphrey ticket—the Lithographers & Photoengravers, Bookbinders and Chemical Workers. For the Lithographers & Photoengravers, it was their first political endorsement. Even before their recent merger, neither union had ever backed a candidate. The Chemical Workers endorsement came at their 19th convention in Miami Beach. The endorsement was made by a sustained, loud and unanimous voice vote of the 500 delegates in attendance. The executive board's note on the elections called the Goldwater-Miller team "hip-shooting reactionaries" who are so viciously anti-union that "we must urge their total defeat."

LABOR ROUND-UP

The Cigar Makers Union, celebrating its 100th anniversary this year, is back on an upswing in membership after several years of decline because of the impact of automation and the embargo on Cuban tobacco. The membership rise—now up to 30,000—is thanks in part to the nation's changing smoking habits. More and more Americans are now enjoying cigars—to the tune of seven billion cigars smoked yearly. The union's convention in New York unanimously endorsed the Johnson-Humphrey ticket.



The workers of the mammoth General Dynamics Electric Boat Division shipyard in Quincy, Mass., have voted by an overwhelming 18-1 margin to join the Shipbuilders Union. The vote in the NLRB election was 2,098 for Shipbuilders Local 5; 99 for no union; 317 for rival Local 90, and 39 for no union. Union president John J. Grogan, who led the organizing drive, said the workers "refusal to give credence to the company's urgings to vote 'no union' is undeniable evidence of their unflinching resolution to stand united to safeguard their hand-won gains and win their just rights."



Labor, business, education and community groups in Denver have joined together to sponsor a training program for more than 500 unemployed family heads and their dependents in the Denver-Pueblo area. Head of the project is Herriek Roth, board member of the Teachers Union and president of the Colorado AFL-CIO. The program will be called Job Opportunity Center, Inc., and will pro-

vide training and testing on an individual basis for those 500 and their dependents in the Denver area who constitute part of the chronically unemployed or are welfare recipients or lack skills.



In a major breakthrough in its southern organizing drive, the United Furniture Workers has won the right to represent workers at the White Furniture Company, which has plants in Mebane and Hillsboro, North Carolina. The victory came in an NLRB election in which almost two out of three employees voted for the union. The final vote was 240 to 139 with 22 votes challenged. The UFW began its organizing efforts at the company in July, as part of a drive to bring decent wages and working conditions to the heart of the furniture industry in the southeast.

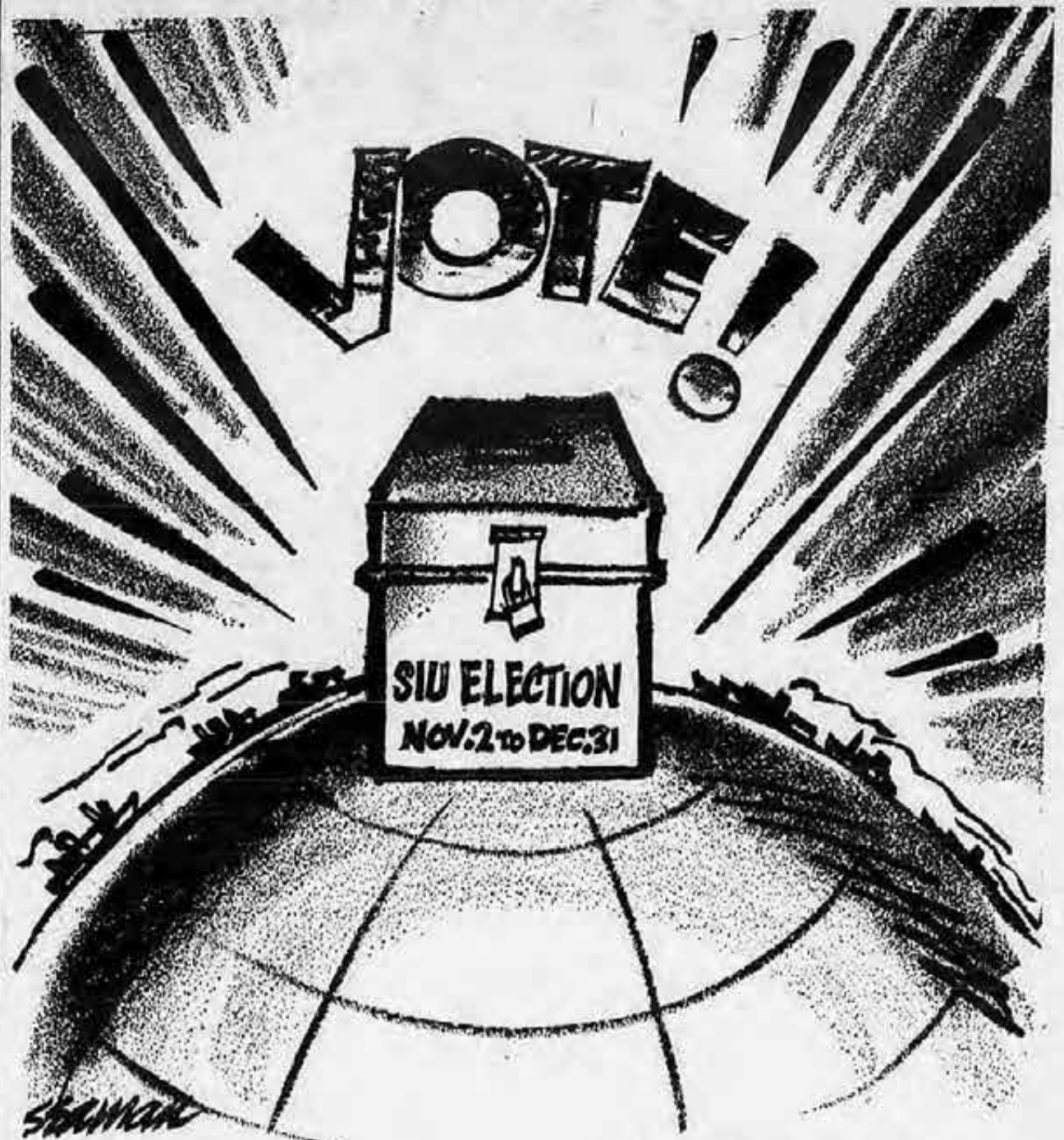


A new three-year contract at the Bridgeport Brass Company has guaranteed a full union shop, severance pay, wage increases and other benefits to the company's 1,600 workers, who are members of the AFL-CIO Brass Workers Local 2441. The wage increases will be seven cents an hour, plus inequity increases of from two to five cents for jobs in listed classifications in the first and third year of the contract. Other benefits won by the union are pension fund improvements, better holiday pay and vacation and insurance benefits.



Al Gord of Seattle was elected to a vice presidency of the Upholsterers International Union after the resignation of former vice president Reed Stoney. Before his election, Gord was a business agent of UIU Local 6.

"Port O'Call"



Seafarers will have a double duty compared with the average citizen in coming days. While most Americans will have only one election to take part in, Seafarers will have two—one for the leaders of their national and local governments and the other for the leaders of their union.

The national elections, of course, are of great importance for Seafarers and for the nation as a whole. They will provide the leadership for our nation and for the western world for the next four years, and allow Americans to choose the type of policies that they feel will best serve the interests of themselves, their families and their nation.

There is an area, however, where the national and the SIU elections have a great similarity. It is in the sense of responsibility the Seafarer shows toward the society he lives in and works in. A responsible citizen is usually a responsible union member and vice-versa.

In both elections the Seafarer has the same obligation to himself to study the candidates and their records before making up his mind. Moreover, he has an obligation to make up his mind and to vote.

Too often we tend to let others do our thinking for us by neglecting to do it ourselves. That sort of attitude makes a person a poor trade unionist as well as a poor citizen.

To aid the Seafarer in making his choice in the SIU elections, the last issue of the LOG (October 16) ran a special election supplement giving the names, experience and positions of each candidate for union office.

The elections will run from November 2 to December 31, and will be conducted at all port offices on weekdays between 9 A.M. and 5 P.M. and on Saturdays between 9 A.M. and 12 noon.

The Credentials Committee has qualified 64 candidates for the 45 official union posts

up for election. Details on the candidates may be found in the October 16 issue of the LOG, as mentioned previously.

Copies of that special election supplement have been made available to each candidate in equal numbers. In addition, candidates will be doing their own electioneering. Seafarers owe it to themselves to acquaint themselves with the candidates who are up for leadership positions in the union before they go to the polling booths.

Above everything else, it is important that Seafarers vote in their Union election. You are urged to cast your ballot.

Important Election

This will be the last LOG editorial on the national elections before they are held. Many Seafarers, who will pick up this issue in some foreign port, will read this after election day. For those who see it in time, however, we hope the message will not be lost.

The SIU, and the trade union movement generally, has devoted more time and care to this election than any other in recent history. The reasons for the energy expended by ourselves and our brothers in the AFL-CIO are plain. For the American worker more is riding on the outcome of this election than any other we can remember.

At stake is the future well-being of the trade union movement and the broad policies for social improvement that have marked the progress of our nation. At stake also is the vital business of responsible leadership in a world that possesses the means to destroy itself.

In past weeks the LOG has tried to present the issues, as we see them in the SIU, to our readers. Armed with the facts, Seafarers now have their duty as citizens to vote on election day.

On The Way To Conversion Berth



On her way to Mobile where she will be converted into a bulk-cargo-container carrier for SIU Pacific District-contracted Matson Navigation, the Marine Dragon passes beneath the Golden Gate Bridge in San Francisco under tow by the SIU Inland Boatmen's Union-contracted deep sea tug Titan, operated by Mobile Towing & Wrecking. When completed the C-4 will be re-named and placed in the California-Hawaii trade.

Sea-Land Protests Freight Rate Slash

WASHINGTON—The SIU-contracted Sea-Land Service has protested to the Interstate Commerce Commission the latest of many examples of railroad rate slashing designed to undercut the position of domestic water carriers.

The Sea-Land protest involves a decision by the Freight Forwarders Bureau, a railroad supported agency to chop freight rates on less-than-carload shipments of rubber and plastic footwear moving from Garden Grove,

Japanese Do Flip-Flop On 50-50 Law

TOKYO—Japanese ship operators, who think America's 50-50 cargo preference laws are unfair, apparently take an opposite position in their own country.

The Japanese shippers are up in arms over a sweeping revision in Japanese maritime policy that would, among things, allow Japanese foreign aid cargoes to be allocated on an open-to-all-flags basis. Formerly, Japan, like the United States, had a provision in her maritime procedures that set aside 50 percent of foreign assistance cargoes for Japanese bottoms.

The provision was born several years ago when Japan initiated a credit deal with India that originally consigned 90 percent of the cargoes for carriage in Indian-flag ships. The Japanese owners, of course, did not like the arrangement and campaigned against it until they won a 50-50 rule.

It is doubtful whether the new policy will succeed, however, since it goes against the direct interest of Japanese ship operators. Japan, a nation which must trade to survive, is very dependent on the health of her huge merchant fleet for the maintenance of her currently booming economy.

California, to the east coast cities of Boston, New York and Buffalo.

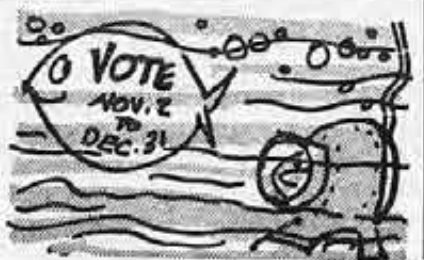
The decreased rates were scheduled to go into effect October 28 unless the ICC decides to use its investigatory powers to block them. Sea-Land says the reductions will "equalize or undercut" its prevailing rates and, in some instances, will be lower by 15 to 17 cents per hundredweight.

Sea-Land maintains there is no competitive justification for the reduction, and also points out that the forwarders proposed the same rate for New York as for Boston—a greater distance—while the water carrier charges a higher rate for Boston-bound goods.

On the Pacific coast, water carriers are also having their share of trouble with railroad rate cutting practices. Columbia River grain haulers have complained to the ICC suspension Board of an upcoming reduction of rail rates for grain moving along a parallel route. "If the rate reductions become effective they will divert the traffic to the rail carriers," the shipping officials warned.

The water carriers, along with other protesting interests, reminded the ICC that it had found present rail rates unreasonably low in hearings earlier this year. New hearings were ordered but a final decision has not been rendered yet.

If the ICC does not act to forestall the railroads, the lower rates on the coast will go into effect October 30.



Matson Lets Contracts To Remodel C-4s

SAN FRANCISCO—The SIU Pacific District-contracted Matson Navigation Company has awarded more than \$10 million in contracts for reconversion work on the two C-4s it acquired under the Ship Exchange Act.

Work on the surplus former troopships, the Marine Devil and the Marine Dragon, will be done by the Alabama Dry Dock and Shipbuilding Company in Mobile. The contract calls for completion of work on the Marine Dragon by next May and on the Marine Devil by July.

Add 110 Feet

Both ships will be lengthened by 110 feet, making each 630 feet long. The lengthening will be accomplished by the addition of new midbody sections. In addition, the ships will be redesigned to handle container, bulk sugar and automobile cargoes.

When the vessels join the company's fleet next year, Matson expects to have the capacity for carrying all "containerizable" cargo in the California-Hawaii freight run.

The C-4s are now enroute to Mobile under tow by tugs. The trip is expected to take six weeks. Both vessels will be renamed when they go into regular operation.

The Ship Exchange Act, under which the vessels were acquired, allows unsubsidized American-flag operators to exchange older ships for more efficient ones from the Government Reserve Fleet.

In another Matson development, the passenger liner Matsonia has been renamed the Lurline and will become the flagship of the company's fleet. The original Lurline was sold recently to a British shipping concern, the sale being reported in the last issue of the LOG.



By Robert A. Matthews,

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

Overtime Questions Clarified

A wide range of shipboard beefs are covered in the selection of questions sent into the Union over the last period. The first was sent in by Pete Blalack, ship's delegate on the Mount Washington.

Question: "In the case of deck watchstanders, while on watch on Saturday or Sunday, pulling buckets during mucking operations, would Article III, Section 7(c) or Article III, Section 21(c) of the Standard Tanker Agreement apply. To be even more specific, what overtime would be applicable to (for instance) an A.B. for pulling buckets while on an overtime weekend watch? Inasmuch as pulling buckets is not one of the exceptions noted in Article III, Section 7(c) 1, 2, 3, or 4, it is the consensus here that the specified rate for this work is in addition to the overtime payable for the week-end watch."

Answer: You are correct. The A.B. is entitled to overtime for pulling buckets while on week-end watch in accordance with the Standard Tanker Agreement, Article III, Section 7(c).

Reference: Standard Tanker Agreement, Article III, Section 7(c): "If a man standing regular watch at sea or in port on Saturdays, Sundays or Holidays, for which he receives overtime, is required to work he shall be paid overtime in addition to the overtime that he receives for standing the regular sea watch on Saturdays, Sundays, or Holidays with the following exceptions:

1. Cleaning quarters as outlined in Article III, Section 19.
2. Those duties outlined in Section 8 (d) above.
3. Docking or undocking as outlined in Article III, Section 13.
4. Routine work for the safe navigation of the vessel."

The following question was sent in by James Martin on the Western Clipper.

Question: "I would like to have a clarification of Section 21, Paragraph (e). It states that a minimum of three men are required to handle butterworth machines. The question is, is the Bosun included in the three men?"

Answer: There is nothing in the agreement that states that the Bosun must be used or may not be used in the butterworth operation. We would like to point out that the agreement provides that three men are to be used when shifting butterworth machines but only one man is to stand by the machines after it has been shifted.

Reference: Article III, Section 21(e), Standard Tanker Agreement: "A minimum of three men shall be required for the purpose of shifting butterworth machines. When butterworth machines are in operation one man shall be required to stand by the machines. The man who is standing by the machines shall do no other work. However, the other men may be required to perform other work between 8 AM and 5 PM Monday through Friday."

Question: "Are crewmembers who were picked up in foreign ports entitled to transportation to their original port of engagement as stated in the Agreement?"

Answer: No. The transportation section of the agreement does not cover a port of engagement which is outside of the continental United States.

Reference: Standard Tanker Agreement, Article II, Section 55—TRANSPORTATION AND PAYING OFF PROCEDURE—(b) "It is agreed that the Articles shall terminate at the final port of discharge in the continental United States of America. If the final port of discharge is located in an area other than the area in the continental United States in which is located the port of engagement, first-class transportation shall be provided to only those men who leave the vessel, plus wages and subsistence to port of engagement in continental United States, or at the seamen's option, cash equivalent of the actual cost of first class rail transportation shall be paid."

(d) "For the purpose of this Section, the Continental United States

shall be divided into five areas—Pacific Northwest; California; Atlantic Coast area, North of Cape Hatteras; Atlantic Coast area, South of Cape Hatteras; and the Gulf Coast area."

Question: In cases where men are replaced after the original articles have been signed, must the decision and the amount of transportation paid depend upon circumstances under which the replaced seaman have been repatriated?

Although the Persian Gulf has not been mentioned as a possible port of payoff it must be given serious consideration. The previous articles expired, and the replacements were flown to join the ship there. The doubts expressed at this point in the discussion are most pronounced.

Answer: No. The time aboard the ship would not be a factor as to the amount or type of transportation he would receive, regardless of what port he was flown to in order to join the ship. His transportation would be governed as to his original port of engagement when he was flown from the US.

Reference: The same as above.

Question: When the Bosun working the watch on deck on Saturday, Sunday or Holidays for which the watch on deck receives additional overtime, what rate is the Bosun entitled to?

Answer: The Bosun receives the same amount of overtime per hour as paid to a member of the watch on deck, in lieu of his regular overtime rate.

Reference: Article III, Section 2, 2nd paragraph of Standard Freight Agreement: "If the Boat-swain is required to work with and supervise the watch on deck on Saturdays, Sundays, or Holidays, for which the watch on deck receives additional overtime, he shall receive the same amount of overtime per hour as paid to a member of the watch on deck, in lieu of his regular overtime rate."

In submitting questions and work situations for clarification, delegates and crews are reminded once again to provide as much detail as possible setting forth the circumstances of any dispute. Besides those mentioned, some of the members who were sent clarifications on various subjects during the past few days included the following: Morty Kerngood, Olga; Rueben Belletty, Del Norte; Paul Arthofer, Del Sol; James P. Lomax, York; George Schmidt, Cantigny; Antonio R. Russo and Mike Salcedo, Seatrain Texas; Edward J. Rogg, Tamara Guilden; Otto R. Hoepner, Robin Sherwood.

AFL-CIO Sees Johnson Win Aiding Pro-Labor Legislation

WASHINGTON—AFL-CIO Legislative Director Andrew J. Biemiller predicted that a Johnson-Humphrey victory on Nov. 3 will bring in with it a more liberal Congress which will complete the unfinished business of the 88th Congress.

He foresaw, in a network radio interview, enactment of such labor goals as hospital care for the aged, a shorter work-week, double time for overtime, a higher minimum wage and extended coverage under the Fair Labor Standards Act.

If the election should add 20 or 25 new liberals to Congress, Biemiller said, there would be a real chance to make needed revision in the Taft-Hartley Act.

Biemiller, in the Labor News Conference interview, praised the record of the 88th Congress as "the most productive" since 1936. "It is a Congress that has met many needs that had long been overlooked," he said. "It is a Congress that has broken new ground . . . that has passed important labor legislation."

Biemiller agreed that if Goldwater were elected President, it would be "the death knell for the basic programs of the labor movement." The Republican presidential nominee, Biemiller said, would like "to repeal laws protecting the right of labor to organize and have national unions."

Biemiller said, however, that he

doesn't think there is any real likelihood of a Goldwater victory. On the contrary, he declared, "there is every indication that President Johnson will be elected this fall" and that the new Congress will be "an even more liberal body than the current one has been."

The AFL-CIO legislative spokesman strongly supported the decli-

sion to scrap social security legislation this year rather than adopt a program which would likely rule out hospital care for the aged. "The most important problem confronting the elderly people of this country is hospital costs," he stressed. The leading senior citizen organizations agreed completely with this policy, Biemiller noted.

NLRB Appeals To High Court

Calls Plant Closing Anti-Union Gimmick

WASHINGTON — The Darlington Manufacturing Company had no right to liquidate one of its 102 textile plants to avoid bargaining with a union or to punish its employees for voting union, the National Labor Relations Board said in a brief filed in the Supreme Court.

It is difficult, the brief argued, "to think of any plainer or harsher form of coercion and restraint than closing down and dismissing all the employees in a unit" because they have "ventured to select a labor organization" as their bargaining representative.

The board asked the high court to reverse a ruling by the Fourth Circuit Court of Appeals at Richmond, Va., and to uphold a board order against Darlington, part of the vast Deering-Milliken chain owned by Roger Milliken and his family.

Court Ruling

The Circuit Court had ruled 3-2 that an employer has an "absolute prerogative" to go out of business permanently and no court may tell him he cannot. This ruling, the AFL-CIO said in a "friend of the court" brief filed in August, "emasculates the language and policy" of the National Labor Relations Act.

It would be absurd, the AFL-CIO said, to hold that a threat to close a plant if a union won an election is a law violation but that the actual closing is not. That's what Darlington did, said the labor brief, when it first threatened to close the Darlington, S.C., plant if the workers voted for the Textile Workers Union of America, and then ceased operations just before Christmas 1956, throwing 500 workers out of their jobs.

Plant Liquidated

The NLRB brief, meeting a point cited by the appeals judges, said Darlington did not actually go out of business but simply liquidated one plant and transferred managerial employees to other plants or put them on a preferential hiring list.

Whatever the facts may be where an employer liquidates his entire business, at Darlington there is "no serious obstacle to framing a fair and effective remedy where the same employer continues to operate other major units of the business," the NLRB said.

There is nothing in the law or

its administration over 30 years, it continued to justify the suggestion that an employer may "engage in anti-union discrimination, coercion and restraint."

The question here, it declared, is whether an employer commits an unfair labor practice if he liquidates one plant to frustrate union organization in that plant. Such action, it said, "conveys to the remaining employees in the other plants that they too" may lose their employment.

Remedy Proposed

The board said its proposed remedy was a reasonable one under the circumstances. It directed Deering-Milliken to rehire the Darlington employees at its other mills or to put them on a preferential hiring list at those mills; to bargain with the union about the rehiring, and to reimburse Darlington workers for the wages they lost because of the firm's unlawful practices.

The 4th Circuit refused to enforce the board's order as to rehiring, bargaining and lost wages.

Accepts First Check



Veteran Seafarer Arthur Graf (center) recently ended his long career sailing on the high seas when he accepted his first pension check from SIU rep. Leon Hall (r). Graf's wife Nancy looks on. Graf, who sailed in the steward department, last shipped on the Overseas Rose (Overseas Carriers).

Davis-Bacon Act Revisions Hit Non-Union Operators

DETROIT—The SIU Great Lakes Tug and Dredge Region and other inland water operations have hailed the recently-adopted revisions to the Davis-Bacon Act which eliminate an unfair advantage previously

enjoyed by non-union operators in making bids on federally-financed construction projects.

The revised Davis-Bacon Act, passed by Congress and recently signed by President Johnson, provides that all contractors bidding on federally-financed work must include the prevailing costs of fringe benefits enjoyed by union workers along with the prevailing wage scale. The SIU was among the union organizations backing the fight to up-date the Act.

Many of the union contractors engaged in construction work had been losing a considerable amount of this government work because they had to include the cost of union-won fringe benefits in addition to wages while the non-union

operator could submit lower bids because he did not have to include the fringe benefits costs.

In 1931, when Congress passed the Davis-Bacon Act providing for a prevailing wage requirement in work on Federal projects, fringe benefits enjoyed by union members under union welfare and pension plans scarcely existed. Today however, these types of fringe benefits are, in effect, as much a part of wages as the cash payment itself. It is for this reason that unions with memberships engaged in aspects of federally-financed construction began a campaign to have the Davis-Bacon Act up-dated to meet prevailing union conditions.

Robert Jones, Director of the SIU Great Lakes Tug and Dredge Region, said that the revisions in the Davis-Bacon Act "represent an important gain for SIU members engaged in various inland waters operations — especially those in the tug and dredge field.

"This will keep the non-union operator from enjoying an edge in bidding against union-contracted operators on federal construction jobs," he said.

In urging revision of the Davis-Bacon Act, the unions maintained that up-dating of the law was necessary to protect the jobs and wage scales enjoyed by union members, as well as to protect living standards in local communities.

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.

Charges GOP Victory Would Sink Maritime

WASHINGTON—The election of Barry Goldwater would "surely sink the American merchant marine," the chairman of the Federal Maritime Commission, Rear Admiral John Harlee USN (Ret.), declared.

"Left to the tender neglect of Barry Goldwater and the people who think like him, our merchant marine would disappear from the trade lanes of the world," Harlee told a group of Texans.

Goldwater's oft-repeated views about getting government out of business and his opposition to subsidy programs might lead him to attempt the repeal of the Merchant Marine Act of 1936, Harlee said.

The Act is the basis of the government subsidy program for the U.S.-flag fleet, a program which aids the stricken maritime industry with \$200 million yearly in operating and construction subsidies.

The FMC chairman also pointed out that Goldwater has voted against 12 of 13 recent trade expansion bills which had bipartisan support. The increased trade that Goldwater opposes means more cargoes for American ships and more jobs for American seamen.

Harlee, who took pains to say he was stating his personal views and not necessarily those of the FMC, also said that the American voter "will find that there is not one word about the American merchant marine, its problems, its purposes or its survival in the pages of the Republican platform."

In contrast, Harlee said, the Democratic platform "pledges that the Maritime Administration will give full time and attention to promoting a vigorous policy of strengthening and modernizing our merchant fleet."

Artist's First Loves Are Sea And Ships

NEW YORK—French artist Albert Brenet says he is a happy man. He has been able to spend his life enjoying the wonders of the two things he loves best—painting and the sea. Brenet has done thousands

of paintings of ships all over the world. Many of his paintings have been commissioned by shipping companies and have appeared on brochures and advertisements in addition to hanging on the walls of many a posh office. But where the picture finally winds up interests the artist very little. He enjoys painting the colorful canvasses and when one is finished it is time to start another.

No shoreside artist, Brenet has gone to sea to get the flavor and mystery of a seafaring life to put in his pictures. Back in 1930 for instance, to capture the wonders of the rapidly disappearing sailing ships, he worked his way through the Caribbean on the three-masted barque Bonchamp. Much of the sight and color of his more recent paintings still reflects the impressions he carried back from that 45 day voyage.

His pictures of the French superliner Normandie became famous even before the vessel put to sea. His many paintings of the ship, which was eventually destroyed by fire in New York in the early 1940s, included interiors and artist's conceptions used in brochures describing the vessel.

During World War II, although he drove a truck in the French Army, his talent was put to use to publicize the French Navy, a job he did so well that he was awarded the Legion d'Honneur.

Born in the ancient French port city of Harfleur, there were many seafaring men in the Brenet family and many stories of men who sailed away never to return.

He has painted many other things in his long career—parades, foreign scenes, almost anything colorful and exciting—but Brenet has always returned to his first loves—the sea and ships.

U.S. Shipbuilding Declines Despite Worldwide Boom

LONDON—The latest statistics on maritime construction show that while business in the world's shipyards is booming, the U.S. shipbuilding activity has actually declined in the last three months. Lloyd's Register of Shipping, put out by the famed British maritime reporting society here, re-

vealed that business in the world's shipyards hit record levels in the third quarter of 1964.

The same report shows that the United States is ranked seventh among world shipbuilding nations. This information will give small comfort to Seafarers and the American maritime industry who have been urging Government action to shore up the U.S. merchant fleet. The American fleet is steadily dwindling because of obsolescence and desertions by run-away operators.

Lloyd's Register reports that there were 1,563 vessels totaling 10.6 million gross tons under construction in the third quarter of 1964. This construction set a peacetime record which compared the same period in 1958, when 1,563 ships were being built for a total of 10.2 million gross tons.

The report disclosed that Japan continued to hold first place among the world's shipbuilders, accounting for 2.5 million tons. Two other nations also topped the mark of one million tons of shipping under construction. They were Great Britain with 1.7 million tons and Sweden with 1.07 million tons.

The report found that the U.S. had 55 ships under construction for a total of 471,207 tons as of Oct. 1. This was a drop from the 487,082 ton figure that was being built on July 1 of this year.

Lloyd's reported that one country, West Germany, experienced an upturn during the reporting period

raising from 775,288 tons in the second quarter to 914,729 in the third quarter.

The British society's quarterly report disclosed that there was almost 5 million tons of ship construction which was slated for either export or registration in other countries than the ones in which the vessels were being built. U.S. yards failed to attract any significant part of this construction. Leaders in this category were Japan, Sweden, West Germany and France.

Maritime experts point to two major reasons for the upsurge in world ship construction activity. The first is that the fast pace of competition among the world's shipbuilders has resulted in very low construction prices. The second is that the age of the world fleet is steadily growing older, and there is a growing demand for replacement of obsolescent tonnage.

Lloyd's report revealed that about half of the world's ship construction is planned for the oil tanker fleet. The increase in the oil tanker category totalled 226,638 tons over the figure for the previous quarter.

Total tanker tonnage under construction was found to amount to 5.1 million tons as of Oct. 1. Of this figure, 1.06 million tons were scheduled to be registered under the Norwegian flag, 988,960 tons in Liberia, 947,393 tons in Great Britain and 384,755 tons in Japan.

Lloyd's quarterly report covers merchant shipping of 100 gross

tons and over. The report covers the nations of the world with the exception of the Soviet Union, East Germany and Red China.

Seaway Hit By Growing Pains

DETROIT—The booming St. Lawrence Seaway—now in the midst of a record-breaking season—has begun to suffer from growing pains.

While tonnage is up sharply along the Seaway's length (from 18 million tons last season to 24 this season), low water levels on the Great Lakes, pollution and a continuing traffic jam at the Welland Canal are tempering the optimism of Seaway officials.

The Welland Canal bottleneck is the most immediate problem. Traffic on the Canal has risen from 23.5 million tons last year to 30 million this year, and the added shipping is causing serious delays. Some vessels have had to wait as long as 60 hours to make the 28 mile transit of the waterway. For short-haul Lakes carriers, dependent on quicky trips, the delays mean disruption of sailing schedules.

One shipping official warned that "the purpose of the canal system is being defeated by the fact that many new modern ships capable of handling a large volume of tonnage in the system are losing valuable time."

Pollution is another growing problem. While Seaway regulations prohibit the discharge of oil, sludge, garbage or any other flammable or dangerous substance into the water, the evidence seems to point out that the rule is not being obeyed.

A recent Congressional resolution has urged Seaway officials and the nations using the Seaway to use any means available to reduce oil pollution on the waterway or its adjacent waters.

The low water levels on the Lakes is a longer-ranged problem requiring a comprehensive solution from the governments of the United States and Canada. Officials of the two countries are now in the midst of making surveys and tests, but the end to low water level problem still seems far off.

New Lock Slated For Lakes Canal

DETROIT — Construction on a huge new lock to replace one that was built in 1896 between Lakes Huron and Superior began recently at Sault Ste. Marie, Michigan. The project will cost \$40.3 million.

The new lock will replace the old Poe lock built in 1898 and now worn out. Initial cost of the construction will be \$21.5 million, to be undertaken by the Canadian firm, McNamara International.

Date for completion has been set in 1967, and some of the early excavation is nearly complete. The new lock, which is 1,200 feet long, 110 feet wide and 32 feet deep will join three other locks now in use at Sault Ste. Marie.

Your STU Clinic



By Joseph B. Logue, MD, Medical Director

Clues On Human Organ Transplants

A radical series of experiments being conducted by a research team at the Armed Forces Institute of Pathology may give the clues to solving the problems of transplanting human organs. The program involves operations on ovine fetuses (unborn lambs) outside of the uterus of the anesthetized mother. The experiments may also provide information on how the adult develops immunity to infectious diseases and how transplanted organs from one human to another are rejected by the recipient body. The studies are being conducted by Dr. A. M. Silverstein, a civilian immunologist, and Captain K. L. Kraner, an Air Force veterinarian, for the Army Medical Research and Development Command, as reported in the U.S. NAVY MEDICAL NEWS LETTERS recently.

The surgical procedure involves removing the tiny fetus from the mother's uterus, leaving it attached only to the umbilical cord. While out of the uterus, the fetus can be immunized, grafted with tissues from another animal or have its thymus removed. (The thymus gland is considered to play a major role in developing immunity in the animal). The fetus is then returned to its mother's uterus and again removed at a later date for the investigators to study the response of the fetus to antigenic stimulus—what it will respond to, when, and what type of stimulus.

The values of the program are at least three fold, namely, by expanding the basic knowledge of the body's response to immunization; also it might provide better approaches to immunization of the newborn against infectious diseases and may give clues to some of the problems in skin and organ transplantation.

The most amazing result of the experiment is that the operations do not interfere with pregnancy nor impede the development of the fetus. The amazing thing according to Dr. Kraner was that the operations could be performed virtually with impunity. At the beginning, they doubted that the fetuses would survive but they did.

According to the Armed Forces Institute of Pathology, the fetal lamb is not the only animal that can produce immunity in utero. Their study of aborted fetuses has shown that when human fetus develops congenital infections such as syphilis and others as a result of maternal infection, it also attempts to protect itself by immune response. Drs. Silverstein and Kraner hope the understanding of these processes in the fetus may provide clues for improving immunization in the newborns.

There has been much publicity in the last few years in regard to transplanting organs from one human to another. This interest has been in part due to publicized reports of successful and often unsuccessful kidney transplants. These transplants, however, have involved the use of immune suppressive drugs which not only lower the body's natural tendency to resist foreign tissue but also the body's resistance to other foreign substances as cold viruses. It would be ideal if these transplants could be successful without the use of those drugs which lower the body's resistance to various diseases. Drs. Kraner and Silverstein are trying to find out if and how this would be possible.

AFL-CIO Looks Ahead

Cites Legislation Needing Action By Next Congress

WASHINGTON—The AFL-CIO gave the 88th Congress a high grade for its two-year record of accomplishment, but listed nine major items of "unfinished business" to be put on the agenda of the next Congress.

The 74-page booklet, Labor Looks at the 88th Congress, analyzes 58 issues on which the AFL-CIO took a stand, ranging from one man, one vote reapportionment to conservation policies.

Under unfinished business, the pamphlet lists the following:

- Hospital insurance for the aged.
 - Job-creating, full employment measures.
 - Repeal of Taft-Hartley Sec. 14 (b), which authorizes so-called "right-to-work" laws in the states.
 - Fair Labor Standards Act improvement, including broader coverage, a \$2 minimum wage, a 35-hour standard workweek, and double-time for overtime work.
 - Improved standards of unemployment benefits.
 - Federal aid for health, education and welfare programs.
 - Consumer protection, including "truth in packaging" and "truth in lending."
 - Foreign aid improvements.
 - Reform of rules, procedures and organization of Congress.
- In a foreword to the booklet,

AFL-CIO Pres. George Meany termed congressional rules reform necessary "to prevent the will of Congress from being frustrated by its own rules."

The "great record" of the 88th Congress, Meany noted, was compiled "only after a series of desperate struggles against a determined minority, armed with the powerful weapons of restrictive rules and the unrestricted seniority system."

Meany termed the 88th Congress "even more remarkable" in its accomplishments than the 73rd and 74th, which enacted the bulk of the New Deal program, because "it was not faced with a nation prostrated by depression" and had to reject the temptation to be "complacent."

This record of accomplishment, Meany said, "can only be attributed to the wise, prudent but forceful leadership exercised by Pres. Kennedy and Pres. Johnson."

Single copies of Labor Looks at the 88th Congress are available without cost from the Pamphlet Division, AFL-CIO Dept. of Publications, 815 16th Street, N.W., Washington, D.C., 20006.

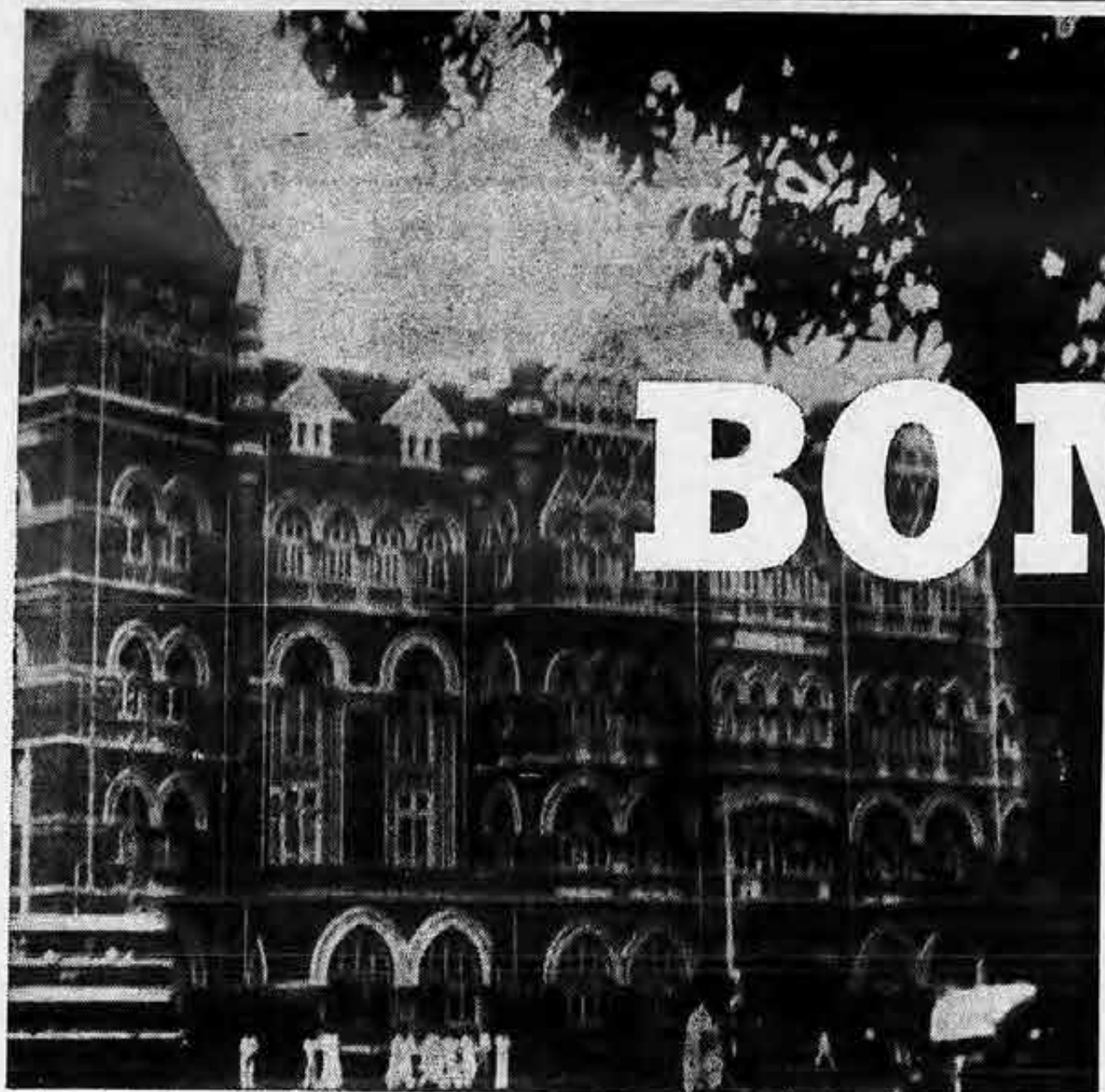
Under-Ice Capsule To Probe Antarctic



A Carrot-shaped under-ice capsule built by Alpine Geophysical Associates, which operates the SIU-manned research vessel Anton Brunn, has been successfully depth tested for the National Science Foundation's Antarctic Research program. The capsule will allow scientists to probe the coldest seas to do research on the formation of ice floes and the living habits of seals.

The device, which can carry up to three men, is dropped through a hole in the ice into the ocean below. Suspended from an "umbilical cord" that provides the electric power and heat to warm the capsule and light up the surrounding depths, the craft can be lowered to a depth of 22 feet.

SEAFARERS PORTS OF THE WORLD



BOMBAY

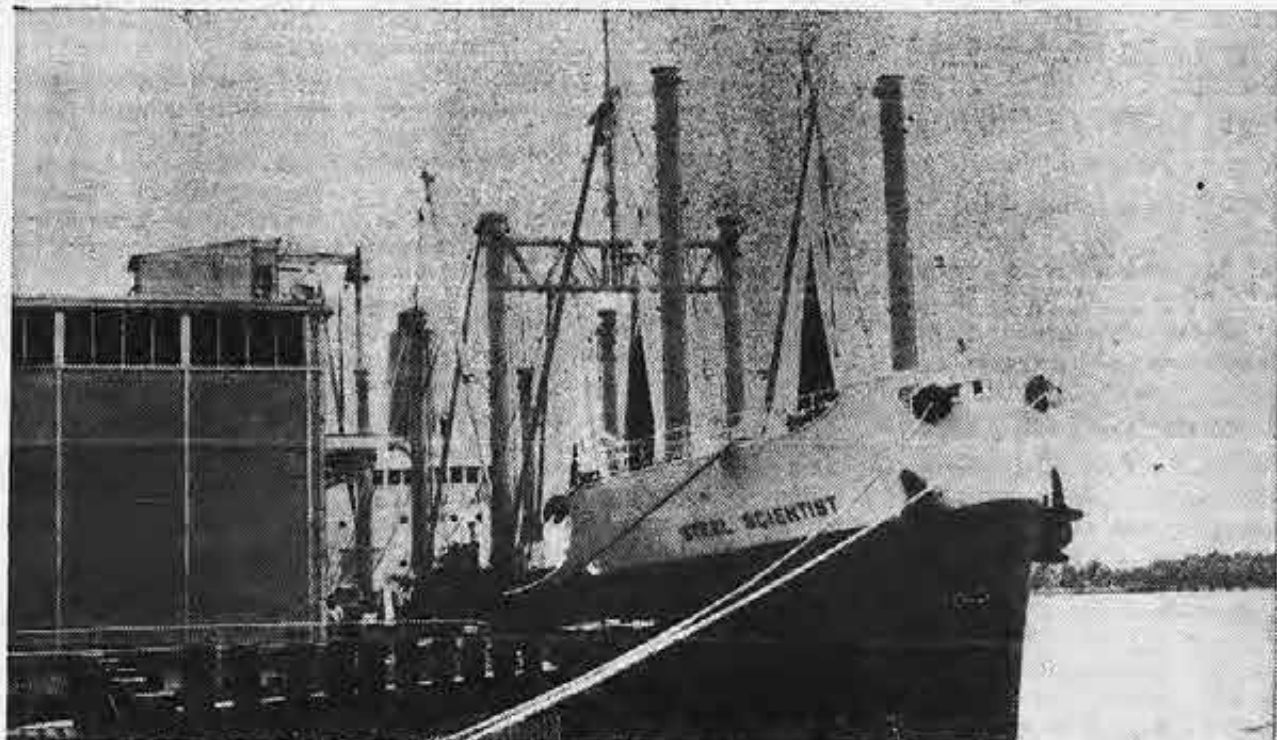
A typical view of the buildings in downtown Bombay. This old structure, located on the green along Mahatma Gandhi Road, is styled after the English Parliament building. Other notable structures are located around the "hub" section of the city.



This typical view of the western side of the city of Bombay shows the modern style buildings being erected.



The water cart, above, was snapped by a Seafarer on a tour through the Indian section of the city of Bombay.



Ships of the Isthmian Steamship Corp. are regular visitors to the port of Bombay. The *Steel Scientist*, shown above, recently stopped at Bombay to discharge a cargo of machinery and take aboard such items as cotton, oil cake, textiles, and leather.

Bombay is known as the "Gateway to India." It is, like several other great cities of the world, built upon several islands. The original Isle of Bombay was given to the English King as a wedding present from Portugal in 1661. A few years later, the English government rented the island to the powerful East India Trading Company. Under the leadership of a company-appointed governor, the island soon became the center of industry in India, with Indians pouring into the area looking for employment.

Bombay was once the capital city of the Presidency of Bombay, an Indian state. Since 1960, however, the presidency was made into Greater Bombay, in order to decentralize the industries that were choking the city. It is now the capital city of Maharashtra, a state of India.

The harbor that leads to the Greater Bombay area is considered one of the best in the world. A natural harbor, there is room enough for the hundreds of ships a month that make Bombay a port of call. Ships of the SIU-contracted Isthmian Steamship Corp. are frequent visitors to Bombay.

The first industry of Bombay was shipbuilding. Not long after a cotton gin was brought to the city. Today Bombay produces paper, flour, rice, oil, rope, leather, cement sugar and tobacco. Imports during 1953-59 totaled 5.8 million tons and exports totaled 3.3 million tons. Most of the imports are machinery, wheat and other foodstuffs not available in India. Exports consist mainly of manganese ore, oil cake and cotton.

Seafarers visiting this port are fond of walking through the city, and of taking tours in the beautiful harbor. The city, built by the English, reflects the architecture of the early 18th and 19th centuries. The great influx of population in recent years, however, has created a new building boom. Most buildings are constructed in modern architectural style. (See photos at left.)

Near the harbor, which is on the eastern shore of the city, is the Prince of Wales Seaman's Club. Located on Nichol Road, near Ballard Pier, the club has a wet and dry canteen. Seafarers who make this club a favorite spot also have use of billiard, table tennis and badminton facilities.

Running through the center of the business and commercial district is Hornby Road or Dadabhoj Naoroji Road, as it is now known. On this street is located the beautiful Victoria Terminal, the depot of most of the railroads that run into the city. Next to the Terminal is the Post Office.

The southern end of Dadabhoj Road links with Mahatma Gandhi Road and these two avenues run into Churchgate Road. This intersection is considered the hub of the sprawling city.

Adventurous Seafarers, however, find more interesting sights further north in the city. By following Mahatma Gandhi Road north, the seaman can find Crawford Market. The neighboring streets of this area form the "bazaar area," where shops are crowded together, and merchants offer goods of every description—from pots and pans to lovely brocades and jewelry.

A warning to Seafarers looking for a relaxing drink after a dry voyage—Bombay has prohibition in force. Liquor permits, however, are available to Seafarers through the Excise Official, located on Ballard Pier.

Buses are plentiful in this beautiful city, and taxis are numerous. It is not customary to tip taxi drivers, and outside of the larger stores, a customer is expected to haggle over the price of merchandise.



Shipboard

By Fred Stewart & Ed Mooney
Headquarters Representatives



Proper Attitude Important On Ship

A Seafarer can be a member of the crew on the most modern ship, with good food, a clean and comfortable foc'sle, good working conditions, balmy weather and the prospect of an hospitable port over the horizon. But these benefits will mean little to him if he cannot get along with the other members of the crew or if there is an unnecessary amount of bickering between the officers and the crew.

An old adage says: "Respect a man and he will do the more." While it applies to every part of life, it is especially true on board a ship. To follow that adage is to live together in harmony as men should. On a ship, where men are confined together for long periods of time, the need for an attitude of mutual respect should be apparent to all. Sometimes, however, it is not. Performers appear and make life miserable for other crew members and bring down the standards of our great union.

While we know how to deal with performers if they go beyond the bounds that are acceptable to us generally, not every bit of disrespect or unwarranted action comes from those we would recognize as performers. Often the friendliest man on board might, through simple carelessness or out of ignorance of our procedures at sea, act in a way that is disrespectful of others. That man must be shown the proper way to act. And the best way to show someone is by the proven practice of example—acting in a way that is never disrespectful of others.

Crewmembers ought to expect respect from officers just as officers expect it from crew members. But we should go into this a little further.

When a seaman joins a union he signs, in substance, a contract with his brother members to the effect that he will obey the rules and regulations set forth in the contract and constitution of the organization. When the seaman signs articles on a ship, he agrees, further, to give up some of his ordinary liberty under legally regulated conditions for a certain set period of time.

Through the years, the union's incessant work for its membership has limited the power of the owners in these articles of agreement. The shackles of serfdom, or involuntary servitude, have been thrown off by the union's victorious fight and the 13th Amendment to the U.S. Constitution has been, in effect, written into maritime law.

With these rights, the seaman has also won the responsibility for acting in a proper manner. Self-respect, interest and duty are the key words here. It is incumbent upon every member of the SIU to adhere to these ideas, and to include with them the virtue of re-

spect for others. By our records, there is no other way to judge a man aboard ship.

And the record is this: SIU crews have proved that our work performance is the best in the industry and that our men are the most capable when it comes to fulfilling their duties.

The attributes that made sure that we of the SIU would accomplish such an excellent record are these:

- Knowledge of the impressive and disciplined traditions of the Seafarers International Union.
- A sense of fair treatment in relation with others.
- Consistent organization as a way of obtaining good results in the things we do.
- A reliance on facts when it comes to voicing beefs or stating positions.
- The disregard of rumor and scuttlebutt that cannot be backed up by available facts.

Needless to say, these attributes, possessed by the majority of our members, are not just things we point to with pride on occasion. They are attributes which must be constantly fostered and encouraged on each and every quarter and in each and every part of our shipboard life. They are attributes not only for us as members of a union, but also for us as crew members and as private individuals.

To help foster these attitudes and make them a part of everyday life aboard ship and at home, our union has created programs that bring out these qualities in our membership. The union programs also add to the skills of Seafarers, thus giving them greater self-reliance and self-respect on the job.

The SIU programs for Seafarers include the Lifeboat School, which guarantees the self-reliance and skill of men in times of emergency; the stressing of safety aboard ship; the recertification program for stewards, which raises the skills of our men and puts them higher on the ladder of accomplishment; physical fitness and health programs, which seeks to make each Seafarer sound in body. And, perhaps the most important of all is the continuing drive of the Seafarers International Union and all of its districts and sea-going affiliates to educate and encourage the highest standards of seamanship among our membership.

All these combined programs, plus the emphasis given by our union to self-respect for the individual Seafarer, have worked to keep us on top. But staying on top is the responsibility of each and every Seafarer.

AFL-CIO Blasts Digest Smear Of U.S. Employment Service

WASHINGTON—The AFL-CIO has denounced the Reader's Digest magazine for an article appearing in the October issue smearing the U.S. Employment Service. The Federation blasted the magazine's unjustified charges against the Federal agency, finding them an attack on both the U.S. Labor Department and on assistance to the jobless.

The article, entitled "The Great Manpower Grab," which appears in the Digest's October issue, is characterized by the AFL-CIO as "a compilation of fractured facts and distorted statistics that result in a wholly false picture of the Federal employment service."

The article was purportedly written by Rep. Frank Bow (R-Ohio) who is an apologist for private, fee-charging employment agencies. However, the AFL-CIO reveals that Readers Digest staff writers toiled over the so-called expose since last July.

The AFL-CIO Department of Social Security brands as "utterly without foundation" charges in the article that the U.S. Employment Service is an extravagant, incompetent, power-hungry bureaucracy that is seeking to dictate the job assignment of every American.

Here are the major charges in the Digest article, compared in each instance with the truth:

Charge. The USES budget is double what it was for the fiscal year 1959.

Truth. The agency's budget increase has been 62 percent since 1959, most of this going for higher salaries and office costs in the 1,900 employment offices—basically controlled by the 50 states. In addition, 1959 marked the low point of a ten-year period of budget cuts suffered by the USES. From 1959 on, Congress began to face up to the national problems created by automation, faster expansion of the work-force, greater demand for youth services and many other manpower problems.

Charge. If the USES proves successful, every American working man and woman will be forced one day to seek work through Government employment offices.

Truth. No employer, no college, no high school, no union is obliged to use USES services. Those who

apply for unemployment insurance benefits automatically are listed as job applicants and avail themselves of the free guidance, counseling and placement services USES offers. Although the USES is now 31 years old, it accounts for only 16 percent of job placements

be better criticized because only 3 percent of its placements could be placed in this category.

Charge. USES is now finding new jobs for more than a quarter million professional and managerial personnel each year.

Truth. The AFL-CIO points out that this charge is the real nub of the quarrel that the Digest, Representative Bow and the private employment agencies have picked with the USES. As an example, if the Federal agency places a \$70 per week stenographer, the fee-charging agencies only lose \$140. However, if the USES places a \$300 per week engineer, the private agencies will lose at least \$1,000 and maybe more.

The AFL-CIO notes that it is not entirely happy with the job the USES is doing. It points out that last year workers paid out over \$100 million to private employment agencies and charges that this tribute, extracted from the jobless, is a failure by our public employment service.

There is a place for private employment agencies, but they cannot and should not substitute for the USES, according to the AFL-CIO.

Digest Serves As 'Fat Cat' For Rightists

The Reader's Digest and its publishers, DeWitt and Lila Wallace, have been leading financial "angels" to several right-wing organizations.

The Wallaces are listed as having given \$10,350 to Americans for Constitutional Action. The Reader's Digest Foundation reported grants totaling \$10,500 to the American Economic Foundation during the 1959-61 period, and smaller amounts to such conservative causes as Freedoms Foundation, Liebman's American Afro-Asian Educational Exchange, Harding College—a center of right-wing propaganda—and the Foundation for Economic Education.

in the U.S. today—far from a successful monopoly.

Charge. The USES has turned its back on the unemployed. Instead, it is expanding more and more into fields where it is neither needed or wanted.

Truth. Far from turning its back on the unemployed, 97 percent of the agency's placements are in the jobless ranks. The Digest's unwarranted charge in this case refers to the 1933 legislation setting up USES, specifically providing that the Federal job agency's services are available to employed workers who want better jobs, or jobs more in keeping with their skills and preferences. The AFL-CIO feels that the USES might

Mass. Fishing Gets Promise Of Assistance

BOSTON—Democratic Lt. Gov. Francis X. Bellotti says the Massachusetts fishing industry, once the state's pride, "is now lagging far behind the nation because of the lack of modernization and basic research."

As part of a campaign swing through southeastern Massachusetts, Bellotti also pledged new efforts to assist the industry with federal help.

"The Kennedy-Johnson Administration," he said, "has established a policy for protection of our traditional fishing grounds."

"The administration has also granted tax incentives which will encourage modernization of our fishing trawlers."

Bellotti said that the Commercial Fishery and Development Act of 1964 provides grants-in-aid to states to enable them to undertake research, exploratory fishing and to build new fishing fleets and freezer facilities.

"In addition," he said "this act provides financial aid for fishermen when natural disasters destroy their livelihood. It has also added fish to the list of commodities being sent to other nations under the Food for Peace Program."

Bellotti added that under the act, fishermen are allowed to average their income, which varies widely from year to year, over a three-year period to reduce federal income tax liability.

The lieutenant governor also pointed out that in the last session of the Massachusetts legislature he filed a bill for the teaching of marine biology at a state college and for research into new methods of fishing boat design and freezing of fish.

Inland Water Carriers Warn Against 'User' Tax

CINCINNATI—America's inland water carriers will strongly oppose any legislation to impose new taxes on them that would give unfair advantages to competing railroads, eminent barge industry spokesmen warned recently.

The officials spoke against the imposition of a waterway "users" tax and other proposed legislation that would lessen regulations of rail rates or allow the railroads to enter the barge industry.

He said that the greatest problem facing the water carriers was lack of public understanding of their position and role in the nation's economy. He hit out also at the railroad-oriented Interstate Commerce Commission.

"It is difficult," he said, "to convince many spokesmen in the Ohio Valley that relaxation of the ICC's authority to serve as an umpire in railroad rate making would unleash destructive rate wars which would serve no useful shipper or consumer purpose in the long run

and would be disastrous to barge lines."

Maritime labor has criticized the ICC for ruling generally in favor of railroads on rate questions, but has maintained that fair regulation of rates must continue to protect water carriers from unfair competition.

A strong debate is expected in the next session of Congress on legislation—including that of "user" taxes for water carriers—that would effect the coastal and inland waterways segment of the maritime industry.

So far, Senator Stephen Young (D-O.) has been the first lawmaker to speak out publicly against the "user" tax proposal of the Treasury Department. The tax would be in the form of a two-cent-per-gallon levy on fuel used by the water carriers.

Gulf Coast

(Continued from page 7)

August 27. He says he likes to ship out of Houston because jobs move at a fast clip and he has the best chance at making long Far East trips which he prefers. James Parker has been on the beach about 30 days after paying off the supertanker Erna Elizabeth and is looking for another coastwise AB's job. Tony Violante, who prefers to sail deck maintenance and was last on the Beth-Tex, says he is waiting for a job on a coastwise tanker or an unemployment insurance check, "whichever comes first."

Ted Jones, who was chief pumpman on the Cities Service Miami, is looking for a foreign voyage. He said he is tired of going coastwise and he needs a long voyage and a big payoff to help pay for a new home he has just bought in the country near Houston. George Stropich, whose last ship was the Ocean Anna, a coastwise supertanker, is looking for another coastwise trip; meanwhile, he is staying in shape by working out daily in a health club. Berkley Shuler is looking for a night cook and baker's job on a long voyage. His last vessel was the Trustco.

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

By SIDNEY MARGOLIUS

Carpet Scheme Gouges Consumers

"Referral selling" of carpeting at several times the normal retail price is one of the most persistent selling schemes, and easily the nation's No. 1 consumer gouge today, both in the extent of its depredations and the seriousness of the financial damage caused families.

You can trace the spread of the carpet referral scheme right across the country by the letters coming into this department from victimized homeowners and their lawyers from Florida where the scheme seemed to start, to Pennsylvania, Missouri, Indiana and Ohio, then to Texas and up to New York State.

In referral plans, the seller promises bonuses if you refer him to other buyers. For example, one company promises to pay \$100 for each five names of prospects. Others promise such fees as \$40 or \$50 for each prospect who actually buys. But meanwhile you sign an installment contract and must pay the price for the carpeting, plus finance charges, whether or not there are any referrals. Often the referral seller closes up shop before you have a chance to make any referrals. Most customers never receive any payments at all, reports George Young, manager of the Cincinnati Better Business Bureau.

The way the scheme is worked, the Philadelphia BBB reports, once you sign the contract it is immediately turned over to a finance company and delivery of the carpet is made quickly.

The New York State Attorney General found that the Universal Carpet Co., which had offices in Syracuse, Binghamton and other cities, promised up to \$50 in bonuses but closed up before buyers could take advantage of the promise.

In some cities, referral sellers even got families to give them mortgages on their homes to assure payment.

The prices charged by referral sellers often are two or three times as much as you would have to pay for the same carpeting at local stores. In Dallas, Reader D. S. writes, a company selling on the referral plan charged \$16 to \$20 for carpeting worth approximately \$10 a yard, and in half the homes installed seconds worth about \$3 to \$4 a yard. In other cities, referral sellers charged \$20 a yard for carpeting usually sold for \$8 or \$9.

One of the most shocking aspects of the referral schemes is that the referral promoters could not operate their hit-and-run schemes without the cooperation of some very respectable financial institutions. In Dallas, the referral firm was financed by one of the largest banks there. Similarly, in Akron, Philadelphia and Buffalo, referral schemes and similar installment plan promotions had been financed by large banks who put up the money for the installment notes turned over to them by the referral sellers. Another beneficiary is the telephone company, which supplies the batteries of phones the referral sellers use to get leads on families interested in buying carpeting.

Sometimes the referral sellers are traveling canvassers who open up shop for several months and then move on to another community, leaving a trail of disillusioned families holding expensive installment contracts. Some of the salesmen who had worked on the carpet selling referral campaign in Clearwater, Florida, later set up their own operations in other cities.

But in other cases the referral sellers are relatively established local companies. In Dallas, for example, the firm behind the carpet selling scheme that snared a number of municipal employees and other moderate-income families, had been in business in that city for 15 years.

How much recourse victimized families have depends on state laws and the attitude of the local authorities. The sales contract may involve the signing of a "confession of judgment" clause. This waives any requirement that the holder of the installment contract give you notice before filing suit.

In Clearwater, Fla., St. Louis and other cities, the families have gotten together to hire a lawyer to counter-sue the referral sellers and the banks or finance companies who financed their activities.

One of the most effective crackdowns has taken place in Ohio, which had been the scene of high-pressure referral selling of such items as central vacuum cleaner systems and water conditioners at prices from \$599 to \$1,000. The Akron Better Business Bureau estimates that referral selling cost families in that area 1½ million dollars in one recent year. Ralph A. Winter, Chief of the Ohio Division of Securities, took the position that certain referral-selling contracts were "securities." This enabled him to issue "cease and desist" orders against companies making referral sales, and put a quick end to such campaigns. Winter's action was upheld by the courts during a suit by the Farmers and Mechanics National Banks against several families in an effort to collect for goods sold on referral plans.

In another crackdown, a Pennsylvania firm, Products Marketing, Inc., was indicted on a charge of mail fraud. The charge was that purchasers were induced to buy a built-in vacuum cleaner system for about \$799 by becoming "equipment owning representatives," and were promised \$100 bonuses if prospects they suggested, also bought.

A total of 320 families in New Castle County, Delaware, who had bought vacuum cleaning systems from the Pennsylvania firm, joined in a suit against it and a bank and finance company which had taken over the sales contracts (Pennsylvania Banking & Trust Co. and Pen-Mod, Inc.). The families complained that they had signed liens against their homes while being told they were only agreeing to become "representatives" for the firm, *Home Furnishings Daily* reported.



SIU Ship Delivers Racing Shells In Time For U.S. Olympic Victory

SEATTLE—The SIU Pacific District-contracted Japan Mail (American Mail Line) unloaded an unusual cargo at Yokohama recently when eight sleek racing shells and four sailboats were hoisted ashore to compete in the Olympic Games at Tokyo.

Six of the shells were raced by the U.S. rowing team, two by the Canadian team. The sailboats were destined for the Canadian yachting team.

The Japan Mail's cargo figured in impressive upset victories scored by the U.S. rowing

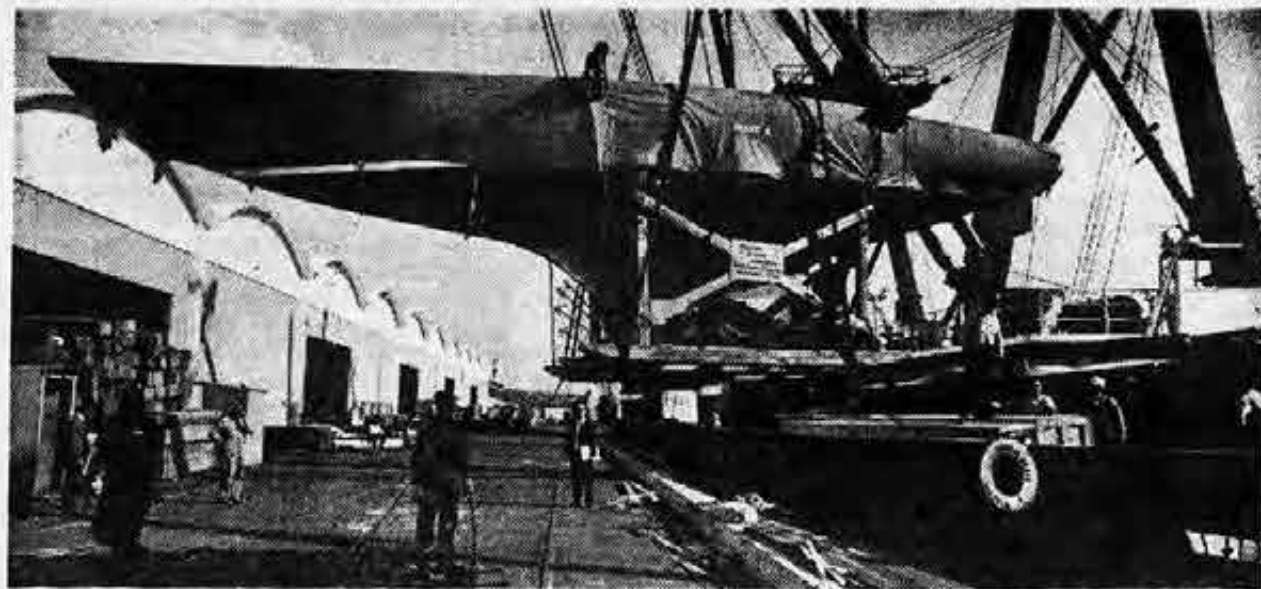
team. The German and Russian crews were favored to take the rowing events easily. But the U.S. rowers scored victories and picked up gold medals in two events—the eight-oared shells and pairs with coxswain.

U.S. Team Wins

The four sailboats aboard the Japan Mail for the Canadian yachting team did not do so well however, mostly because of the skill displayed by the U.S. yachting team which won medals in all five yachting competitions with two silver medals

and three bronze medals.

The sleek but fragile shells and yachts got the kid-glove treatment during their voyage aboard the Japan Mail. Carefully crated to protect the thin but strong cedar frames, the U.S. racing shells stretched half the length of the ship's foredeck. The yachts traveled with their sails stowed under the tarp covering their decks, their hulls safely cradled in a wooden frame, and their masts securely wrapped and lashed parallel to the deck.



Carefully crated to protect its cedar frame, a U.S. racing shell (top photo) is loaded carefully aboard the SIU Pacific District-contracted Japan Mail (American Mail Line) for delivery to the U.S. rowing team at the Tokyo Olympic Games. The same cargo included four yachts for delivery to the Canadian yachting team (bottom photo).

Salvage Men Eye Cargo Of '23 Shipwreck

With the price of copper soaring, salvage men are casting covetous eyes at the freighter *Kennecott*, which was wrecked on the Queen Charlotte Islands back in October of 1923.

The *Kennecott*, which was operated at that time by the now SIU Pacific District-contracted Alaska Steamship Company, was southbound from Cordova, Alaska to the Tacoma smelter in 1923 when she slammed into the rocks at Frederick Island, near the northwest tip of Graham Island. The crew was saved but the ship and her cargo were abandoned on the spot, now known as *Kennecott Point*, in one of the wildest and most exposed locations on the North American coast.

Her cargo of course, was copper—5,000 tons of copper concentrate to be exact— which is still aboard.

Now, with the price of copper above all previous highs, salvage interests are studying the possibility of first locating the wreck and then salvaging the copper.

U.S. Opposes Sale Of Seatrain Lines

WASHINGTON—Led by the U.S. Justice Department, powerful voices have been raised recently in an attempt to persuade the ICC to bar a large Chicago-based freight forwarding company from purchasing control of SIU-contracted Seatrain Lines.

The ICC has been urged to disregard an examiner's recommendation that a Chicago trucking company, Lasham Cartage, be allowed to purchase the controlling stock interest in Seatrain. Lasham is actually a motor carrier subsidiary of United States Freight, a holding company that owns many of the largest freight forwarders.

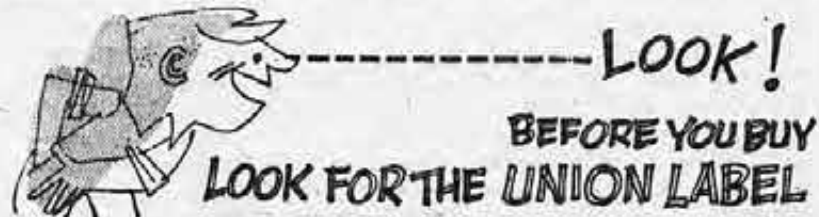
The SIU has filed an affidavit with the ICC supporting the proposed plan of United States Freight to acquire Seatrain. The affidavit supporting the move points out that the move would be beneficial to American shipping because it would mean an increase in coastal and intercoastal shipping that would result in more jobs for American seamen.

In the latest moves to bar the stock sale, the Justice Department

and others contend that the Interstate Commerce Act clearly forbids a freight forwarder from owning or controlling a motor, rail or water common carrier. They claim that to allow the transaction would permit "freight forwarder interests to gain control of an underlying common carrier in direct contradiction of stated language and policy of Congress."

The American Retail Federation, The American Trucking Association and 10 individual motor carrier companies filed similar objections to the examiner's ruling.

The United States Freight Company has been a pioneer in piggyback service in which loaded truck trailers are carried on railroad flatcars. The company has coordinated piggyback service with "fishyback" service in which mail shipments travel to the Caribbean islands via railroad to Miami and then by boat to the islands.



Senator Vows Fight For Packaging Law

WASHINGTON—Senator Philip A. Hart (D-Mich.) says he will continue the fight for passage of a "truth-in-packaging" bill by the next session of Congress. Hart, who is chairman of the Senate Anti-Trust sub-committee, has been the main sponsor of the consumer-protecting measure.

The "truth-in-packaging" bill would require manufacturers to label prominently on their products details of size, contents or weight. The bill has been advocated by labor and consumer groups because of the increasing amount of complaints from housewives about shortchanging and cheating in packaged products.

In lengthy, and often graphic,

hearings by the subcommittee during the last session, fraudulent packaging techniques were demonstrated to the public. They included wedging large amounts of cardboard into packages to make the contents appear fuller while using larger containers than necessary. In other cases, the legend disclosing the net weight of the contents of a package is often placed so that it is not easily seen by the housewife moving through a supermarket to do her shopping, or packages printed with misleading and meaningless labels like "family size" or "giant economy size" are used.

The Hart-sponsored legislation to end these phony practices was bottled up by the Senate Judiciary Committee last session. The bill was opposed by large manufacturers and business generally.

Hart pledged to devote "fresh vigor and new dedication to its enactment" in the upcoming session.

Hart also acted on two other consumer fronts. In the first case, he sent to the Justice Department and the Federal Trade Commission transcripts of hearings by his subcommittee on the "conflict of interest" caused by the ownership of pharmacies by practicing doctors. He charged that such ownership caused many abuses and he said he deplored the fact that "a great and noble calling such as medicine has members who are apparently willing to besmirch the public image of the great majority of dedicated doctors for the possible extra financial rewards involved.

In the second action, Hart called on the Senate Joint Taxation Committee to give prompt attention to loopholes in the tax laws that allow corporations fined for monopolistic and price-fixing practices by the courts to deduct the cost of the fines from their federal taxes.

Hits The Deck



Seafarer James M. Hand hits the deck during the October membership meeting at New York headquarters. Brother Hand commented on the SIU Welfare plan during the good and welfare section of the meeting.

Verrazano

(Continued from page 4)

the Times, so why complicate the issue?

Then came the problem of how to spell the ancient explorer's name. There was a "one z" faction and a "two z" faction. There was a "one r" faction and a "two r" faction. The "two r" and "one z" factions finally won—but nothing seems to come easily in New York.

Several things are definite however. The bridge has been designated one of the seven engineering wonders of the world by the American Society of Civil Engineers, and many with less technical knowledge have undoubtedly been impressed by their first sight of the structure.

The longest suspension bridge in the world, it is 13,700 feet long including its approach structures. Its 4,260-foot main span is 60 feet longer than the main span of San Francisco's Golden Gate Bridge. It has 12 traffic lanes and 2 decks, with a third, lower deck, to be completed later. About 145,000 miles of wire was used in the 4 main cables.

Washington Canal Planned By U.S.

SEATTLE—The U.S. Army Corps of Engineers has begun studying the feasibility of building a 75-mile, \$400 million ship and barge canal that would link the Columbia River Basin with Puget Sound and eventually provide a sheltered waterway for ships running as far north as Juneau, Alaska.

The cost estimate of the project

was made after preliminary studies by the office of District Army Engineer H. E. Dewey. Under present plans, Dewey said, the canal would run 4.5 miles from the lower Columbia near Astoria to Willapa Bay, then 10.5 miles to Grays Harbor and onward through the partially navigable Chehalis River and a series of locks to enter Puget Sound at Olympia.

The canal would connect with other inland waterways which reach as far into the heartland as Lewiston, Idaho. By traversing the canal, big ships could avoid nearly 200 miles of rough treacherous passage along the rocky Washington coastline. Used in the Alaska run, the canal would speed ship movements and make them safer.

The Corps has been authorized to spend up to \$400,000 on more thorough studies which will take until 1969 to complete. Another \$85,000 was added to the amount by Congress this year.

Australia Studies Legislation To Upgrade Merchant Marine

SYDNEY, Australia—With her maritime trade facing many of the same problems being faced by the U.S. maritime industry, Australia has introduced legislation including provisions for updating shipping regulations to meet the "down under" nation's current and future needs.

The pending legislation is designed to come to grips with many changes which have come about in Australia's foreign and domestic trade since the current Australian maritime laws were passed back in 1928.

Like the U.S., Australia's trade patterns have changed radically in recent years. Since World War II, the country's trade with the Far East, South America, North America and other parts of the world has been increasing steadily. Prior to World War II, Australia's trade was mostly with the United Kingdom and Europe.

Unlike the U.S., which still carries 4.2 percent of its foreign trade on nationally registered vessels, leaving 95.8 of its overseas trade to move on foreign-flag ships, Australia's foreign trade moves 100 percent in foreign-bottoms. Another problem Australia is facing up to is the big difference between the legislation needed to aid coastwise and the offshore segments of her maritime industry.

To help solve some of the problems, a new chamber of shipping was formed recently in Sydney, to bring together the problems of the various segments of the Australian maritime industry for solution.



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)

Liner 'Catches' Ancient Cannon In Anchor Link

When a modern luxury liner weighed anchor recently in Port-au-Prince Harbor in Haiti, something more than just the anchor came up. Caught in a link of the anchor chain, a dirty, grayish-black cylindrical object broke the surface and was hauled aboard.

Covered with barnacles and corrosion, it was still recognizable as a piece of naval ordnance, a ship's cannon obviously dating back hundreds of years.

The cannon was brought to New York where an authority on ancient firearms was called in to identify it. His advice was to put the cannon back into the water immediately and keep it there until he could examine it, explaining that the corrosive action of salt water had probably caused so much electrolytic damage already that the cannon would crumble if left exposed to the air for any length of time.

Back In Water

So after lying at the bottom of Port-au-Prince Harbor for hundreds of years, the cannon was dumped into the muddy waters of New York's Hudson River to await the arrival of the expert.

Hammer in hand, the ordnance authority chipped away carefully at the barnacles and corrosion and gently uncovered the cipher of King George III, which placed the cannon firmly between 1760 and 1820.

A year-long bath of sodium hydroxide and zinc was prescribed as the first step in restoring the cannon to something approaching mint condition.

Pacific Coast

(Continued from page 7)

Iberville expected to pay off in San Diego, the Mount Vernon Victory expected to pay off and sign-on here and seven other ships due in transit.

Francis Gooley has just returned to the Los Angeles area after shipping in the Great Lakes District for several months. He says he is ready to go at any time. Frank Lambert, who sails as a bos'n, just paid off the Robin Hood and says he would like to spend some time on the beach with his family before shipping again.

Seattle

The shipping picture still looks good in Seattle and will remain that way if the ships listed here come in to pay off. Payoffs in the last period were the Halcyon Panther and the Anchorage. Expected to pay off are the Overseas Rose, Hercules Victory, Robin Kirk, Norberto Cspay, Overseas Eva and the Alcoa Marketer. Clarence Baker, who sails as a fireman-water tender, says he is looking for the first ship going foreign. Fred England, who just registered on the beach, says he will stay on land for awhile before shipping again.

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

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Don't Delay On Heat Beefs

Now that the cold weather is here, Seafarers are reminded that heating and lodging beefs in the shipyard can be easily handled if the ship's delegate promptly notifies the captain or chief engineer and shows them the temperature reading at the time. Crewmembers who beef to themselves about the lack of heating but wait three or four days before making the problem known to a responsible ship's officer are only making things tougher for themselves. The same applies when shipyard workers are busy around living quarters. Make sure you know where and when the work was done so that the SIU patrolman has the facts available in order to make a determination.

Election Issue Brings Praise

To The Editor:

I have just finished reading the issue about the union elections showing a brief history of all the candidates for office in the union.

Congratulations on a good job in giving equal space to all candidates. It is good to know whom I am voting into the various offices of the union, because I, for one, do not personally know all of the men on the ballot. I am happy to participate in an American free trade union election of free choice through secret ballot.

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.

I hope that every brother member that is able to vote during this election period will exercise his privilege and right to vote. A large membership turnout to put our union officials into office, whoever they may be, is most important to show that we are a membership indeed, and that we stand behind the men we have chosen to represent us.

A maximum membership turnout during these elections, starting Nov. 2, will add strength and unity to all of us when the elected officers are later negotiating for out wages, working conditions, health, safety, and vacation benefits, and in their other duties.

I hope that every eligible member will vote this year at his first opportunity. I know I will.

Lawrence H. Chapman

Pensioner Lauds Welfare Help

To The Editor:

I wish to take this opportunity to express my deep appreciation to the SIU and the Welfare Plan.

Since my retirement five years ago, I have found need

to call upon the Welfare Plan for doctor and hospital bills twice. Each time I asked, the Plan has paid promptly and fully. I know of no other organization that does so much for its members as does the SIU Welfare Plan. This is in addition to receiving my monthly pension check.

I would like all of my fellow union brothers to know just how wonderful our Welfare Plan is and what they may look forward to when they retire. It's wonderful to have such an organization looking out for its members.

James H. Hayes

Welfare Plan Appreciated

To The Editor:

I would like to express through the letters department my appreciation to the Welfare department and the officials of the SIU for the check I recently received. I can tell you it was greatly appreciated and needed.

One does not realize the full value of the Welfare Plan and all of its benefits until he has been laid up for as long a period of time as I have been, and the monthly check becomes the only source of income.

My thanks to the people in the Welfare department for the help and consideration I have received during the last four months.

Alexander McCollough

Seafarer Hails Upgrading Plan

To The Editor:

I would like to take this opportunity to thank the officials and the staff of the seniority upgrading school of which class number seven has just graduated. As a student in this class, I found that it is a wonderful thing when a union gives their members the opportunity to advance themselves and the lives of their families.

I am sure that the other members of class seven join me in expressing our gratitude for the many ways that the staff and instructors helped us to better realize the complex problems that face our organization daily.

Joe Fried

From the Ships at Sea

Praise for the union food plan continues to come in from the ships at sea. The crew of the San Francisco (Sea-Land) voted a special thanks to the steward department for the especially fine food and service they have been getting as of late, and reported that the food plan's experimental menus were really pepping up the fare. Of course, not everyone liked everything presented, but "isn't that always the case?" asks ship's delegate Harold B. Nathy.

The ship's delegate of the Wyandotte (Wyandotte Transportation), Alvin A. Elowsky, reports that the crew is happy and there has been no problems in any of the departments except the entertainment department. The



Menz



Serano

Wyandotte is a Great Lakes vessel, and television reception is really fine, except that the set popped its cork recently and the crew is asking for a new one. That is one point the entire crew has agreed on.

Another television set has been the subject of discussion aboard the Detroit Edison (American). The television set was supposed to have been replaced some time ago, and the crew is wondering what happened to that set in the forward end that was taken out to be replaced. They haven't yet seen the new one, and don't have the old one, either, according to Raymond Cull, meeting chairman.

Along with a plea for less racket in the midship section of the Steel Seafarer (Isthmian), the crew has made a special request that the messhall be locked up at night. It seems the longshoremen in foreign ports have been going in there, and in the morning the steward department is grumpy because they have to clean up before serving chow. But, not wanting to cut the workers off completely, the crew also asked that the spigot be turned on outside so they could get a drink, reports Joe Wagner, ship's delegate.

Wesley Leonard, ship's delegate on the Penn Exporter (Penn Navigation) has come in for some high praise from fellow crewmembers. It seems during the good and welfare section of the last shipboard meeting, the crew voted unanimous thanks to the delegate for representing them in such a fine fashion.

The crew of the Loosmar (Calmar) has bright shiny messrooms and pantry, reports Alfred Hirsch, meeting secretary. It seems the

deck department went through the rooms with bucket and scrub-brush, cleaning and polishing. The crew is so happy that they gave the deck department a vote of thanks for the extra special care they gave to the hard to get at sections and for the improved general appearance.

Crewmembers of the Del Monte (Delta) are doubly pleased with the performance of members of the steward department. According to Howard Menz, ship's delegate, not only is the service aboard ship in the best of SIU traditions, but the chief steward went out of his way for the crew and pushed through a request for a new washing machine. The machine has been installed, and the crew voted special thanks to the galley gang with special recognition to their leader.

The happy crew of the Longview Victory (Victory Carriers) thought that their ship's delegate did such a fine job of representing them



Lalli



Brightwell

during the last voyage, that despite the modest protest coming from him, he was re-elected ship's delegate and thanked heartily for his efforts in their behalf, says Robert Ferrandiz, meeting chairman.

The crew aboard the Fairland (Sea-Land) was emphatic on two different points during the good and welfare section of a recent shipboard meeting, reports Peter A. Serano, ship's delegate. The first point was about how fine a baker they have aboard and about the good tasting baked foods he was presenting to the crew. When not having their palates tickled however, the crew members were tripping over cots left outside at night. They were forcible about asking that the cots be taken inside—if there is no one in them.

In the interest of maintaining a cool ship, the crewmembers of the Ocean Dinny (Maritime Overseas) have asked that a new water fountain be installed, says Anthony Lalli, ship's delegate. The chief engineer, however, went all out and ordered three new water fountains for the crew. He also informed them that all other parts of the ship's refrigeration system would be completely checked over

just as soon as they got into port where there was equipment available to do the job.

Accustomed to comfortable living on the shore, the crew of the Bethlor (Bethlehem Steel) has passed a resolution asking that more fans be installed aboard ship, according to meeting secretary, James A. Johnson. They want three put in a room where three men are living and larger fans in the mess hall.

The crew of the Columbia (United States Steel) are pleased with the way the Captain, Peter Welsh, treats them, and says he is one of the best they have ever sailed with, according to William Brightwell, ship's delegate. As an example of why the crew feels the way it does, the captain recently told the crew that since they were so near port, he would hold up the normal draw until payoff, but said that if any man really needed a draw, there would be no trouble getting one immediately. Also, Brightwell said, they are getting plenty of overtime, with no disputes about it.

There were some green faces recently on the Los Angeles (Sea-Land) reports Fred Boyne, meeting secretary, which goes to prove that even Seafarers can feel badly if the seas are especially rough. It seems that the Los Angeles ran into a section of Hurricane Dora, and the seas were so high that even some oldtimers were looking pale.

In the interest of maintaining a professional attitude toward their job, the galley gang of the Olga (Sea Tramp) has asked that proper clothing be worn in the messhall. "They don't want dinner jackets," Morton Kerngood, ship's delegate, said, "but they don't want B.V.D.'s either."

SIU crews, always appreciative of good food, have given special votes of thanks to the steward departments of the following ships, for their presentation of good food in traditional SIU manner:

Ocean Evelyn (Ocean Transportation); Globe Progress (Maritime Overseas); Margaret Brown (Bloomfield); Alcoa Roamer (Alcoa); Longview Victory (Victory Carriers).

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.



Avid Hunter's 'Fish Tales' Brighten Up Trip On LaSalle

The telling of exciting tales about their days at sea has long been the hallmark of seagoing men. Hunters and fishermen also have reputations as spinners of tall tales. So when you get a Seafarer who is also an avid hunter or fisherman, you can bet there will be some whoppers told.

Seafarer William C. Sellers, bosun aboard the La Salle (Waterman) during her last voyage from the Gulf to the Middle East and back, reports that there were more than one of these combinations aboard. Some of the crewmembers, he said, complained they were up to their hips in tall tales all the way with the tide still coming in when they docked.

The trip started in Galveston, where such Seafarers as Jerry Sikes and George Yeager signed on. Then a stop at New Orleans added Edgar Nelson, Keith Jones and "The Rhode Island Renegade" Pierre (Leo) Charrette to the crew list. The La Salle then sailed coastwise to New York,

where the crew attended the funeral of Brother Howard Guinier. Somewhere along the coast Sellers said, the La Salle picked up "Lucky" Prichett, who stars in this story in the role of electrician.

Outside of New York, Captain (No-Smoke) Harvey asked Sellers if he knew anything about the electrician. Sellers replied, "Well Sir, you probably remember "Hat" Jones, "Beetle" Brown and "The Rhode Island Renegade," and how they tell a good story. Well Lucky Prichett is so famous for the stories he tells that those other three just glide into the background when Lucky comes aboard."

Things Pick Up

The voyage was uneventful, Sellers recalls, while the La Salle went through the Suez to Karachi and back through the canal to Cadiz, Spain. Then, outside of Cadiz and headed for the States, two mourning doves hitched a ride to the States on the La Salle and some comment on same from Leo Gomez, the BR, obviously started Prichett to thinking.

Looking at the birds with longing, Leo remarked, "Boy, I'd sure like to have those birds fried for lunch. Then the deck engineer spoke up. "We got so many doves in Alabama," he said, "the state furnishes the ammo to shoot 'em with."

Adding still more fuel to the fire, Sellers then told of recently receiving a letter from "Hat" Jones postmarked Vermont, where he is recuperating from a fall he took in March, saying he is happily counting the state's tremendous deer population from his back window.

At that point Lucky Prichett couldn't contain himself any longer and took the floor.

LOG-A-RHYTHM:

Winter

By Bob Hopp

The icy tingle of a winter wind,
Refreshing cold, the days on end
Snowy white that doth descend
This is winter—
The natural wonder,
The snow gods' splendor
The Frozen wonder.
And then the thaw when spring
comes in
Then Summer,
Then Fall,
Then Winter once again.

"The last time I was in a cast," he began, "that covered my left arm and leg, I shot so many doves we had to have a dove barbecue at the Shriner's auditorium in Mobile. After that shindig there were still so many doves left, we had an outdoor picnic for all the Boy Scouts in Mobile."

Not content to rest on his laurels, Prichett added "Of course it took me two days just to move the vension I shot in the winter of

Sellers commented that the whole story sounded a little fishy, but that didn't stop him from agreeing with Prichett and Bartlette in raving about the deer population in Alabama. The deer are great down there, Sellers agreed. So good in fact that last year Hound Dog Bartlette's 12 year old son bagged a nice eight point buck.

After Lucky Prichett was through, Charles (Whitey) Murrah



Crewmembers aboard the La Salle (Waterman) toss the ox during an off duty break, with some sea tales and the size of the catch while hunting and fishing the main topics. In the picture above, taken by William Sellers, bosun, "Lucky" Prichett, electrician; Jimmy (Hound Dog) Bartlett, steward; and Raleigh (Butterbean) Lewis, crew messman, discuss the possibility of an on the beach get-together on Butterbean's family farm in Alabama. Below, Charles (Whitey) Murrah (far right) weaves a tale for two fellow crewmembers, (l-r) Glenn Kirtland, OS and Johnny Jordan, deck engineer, with his tales of hunting antelope in the western states.



'63 out of the freezer to find my batch of special frozen barbecue sauce for the birds."

Then he went on to tell of other exploits while he was drydocked that time. He said he caught so many fish it got to the point where his friends wouldn't accept any of them as gifts unless they were already dressed. "And," he added, "so many cats gathered around my place that the city officials said I either had to get a veterinarian's license or open an animal shelter." He claimed that even a cat belonging to Jim Bartlette's mother joined the party, coming all the way from Evergreen, Alabama over a hundred miles away.

took the floor, telling about his hunting experiences on the West Coast. "But," comments Sellers, "Murrah has something to prove his stories." When he moved to Dixie from the West Coast, Murrah took along with him his 30-06 Springfield, the head of an antelope, a couple of mule deer and many tales about the ones that got away.

But the topper of them all came from William (Curley) Rentz. "I've been doing a lot of hunting too," he told his crewmates. "Since my luck has been running so good lately, I've been hunting poker games all over the place."



BETHFLOR (Bethlehem), Oct. 18—Chairman, John Mehlov; Secretary, M. E. Longfellow. Brother G. Gonzales was elected to serve as ship's delegate. Crew requested to turn in all linen. Vote of thanks to the steward department for the good food and cooperation.

FORT HOSKINS (Cities Service), Oct. 17—Chairman, Billy J. Brewery; Secretary, Gerald Mira. No beefs and no disputed OT reported.

SPITFIRE (American Bulk Carriers), Oct. 4—Chairman, C. A. Welch; Secretary, Frank Pasaluk. Two hours disputed OT reported. No beefs reported by department delegates.

TRANSHARTFORD (Cities Service), Sept. 30—Chairman, V. C. Smith; Secretary, C. Garner. Brother Smith was

ward University. The captain thanked the crew for their splendid behavior and work. The chief cook thanked the entire crew and officers for their splendid donation in time of need when he lost his wife during the trip. \$24.17 in ship's fund. Some disputed OT in deck department.

COLUMBIA (Ambrose Transport), Sept. 29—Chairman, Bill Brightwell; Secretary, Neil O'Rourke. \$10 in ship's fund. No beefs reported by department delegates. Discussion on clarification of gangway watch in port.

DUVAL (Suwannee), Oct. 18—Chairman, J. Gaudman; Secretary, Troy Savage. One man missed ship at Aden and his gear was checked and locked in slop chest. Progressing well with painting of ship's quarters and job to be completed before end of voyage. No beefs reported by department delegates. Crew requested to keep outsiders out of crew's quarters while in port. Vote of thanks given to the steward department for the fine chow being served.

BANGOR (Bermuda Shipping), Sept. 19—Chairman, D. L. Dickinson; Secretary, A. D. Allain, Jr. No beefs reported by department delegates. No disputed OT. Crew requested to cooperate.

MOUNT WASHINGTON (Victory Carriers), Oct. 18—Chairman, A. Michele; Secretary, P. Patrick. No major beefs reported. Some disputed OT in engine department. Vote of thanks extended to the ship's delegate for outstanding ability in handling the job. Suggestion was made that each man contribute \$1 to the ship's fund. Vote of thanks to the steward department for above average feeding and service.

MOUNT VERNON VICTORY (Mount Vernon Tanker), Oct. 17—Chairman, J. Sumpster; Secretary, W. Walton. No beefs and no disputed OT reported by department delegates. All alien being paid off in Honolulu. Replacements ordered from States. Will contact patrolman concerning gear left on board.

BIENVILLE (Sea-Land), Oct. 18—Chairman, P. A. Serano; Secretary, Juan Cruz. Ship's delegate reported that everything is running smoothly. Some disputed OT will be taken up with patrolman. \$40 in ship's fund. Brother P. Serano was elected to serve as ship's delegate.

LOS ANGELES (Sea-Land), Oct. 11—Chairman, Robert Lasso; Secretary, Leo Bruce. \$5.42 in ship's fund. No beefs were reported by department delegates. Discussion held on the water which is bad for washing and bathing.

Oct. 26—Chairman, Luis Figueroa; Secretary, Geo. McManus. Brother Leo Bruce was elected to serve as ship's delegate. No beefs and no disputed OT reported by department delegates.

BRADFORD ISLAND (Cities Service), Oct. 16—Chairman, J. B. Thomson; Secretary, John W. Faircloth. Ship's delegate resigned and Brother Richard McCall was elected to serve in his place. No beefs reported by department delegates.

WILD RANGER (Waterman), Oct. 11—Chairman, Francis Fischer; Secretary, W. C. Sink. No beefs and no disputed OT reported by department delegates. \$79 in ship's fund. Brother Arthur Beck was elected to serve as ship's treasurer. Ship's captain extended a vote of thanks to the crewmembers for an excellent safety record.

DIGEST of SIU SHIP MEETINGS

elected to serve as ship's delegate. No beefs and no disputed OT reported. Bosun is working on the new bunks for the crew and they will be put in as soon as possible.

SENECA (Penn Navigation), Oct. 3—Chairman, Ralph R. Maldonado; Secretary, L. A. Mitchell. Five crewmembers were hospitalized at various ports during the voyage. Motion made to have company put more American money on board instead of travelers checks. Vote of thanks was extended to the steward and his department. Crewmembers asked to keep water cooler clean.

SEATRAN LOUISIANA (Seatrains), Oct. 14—Chairman, A. Wells; Secretary, N. Richie. \$40 in ship's fund. No beefs reported by department delegates. Ice machine to be repaired or replaced. Crewmembers requested to keep laundry room clean.

COTTONWOOD CREEK (Bulk Transport), Sept. 27—Chairman, Charles Kimbel; Secretary, John Rielly. No beefs and no disputed OT reported by department delegates. Brother Bill Van Dyke was elected to serve as ship's delegate. All hands were requested to help keep the ship clean and to keep up with the repairs.

STEEL VENDOR (Isthmian), Oct. 4—Chairman, Fred Shala; Secretary, T. I. Walker. \$29.52 in ship's fund. No beefs reported by department delegates.

STEEL DESIGNER (Isthmian Lines), Oct. 8—Chairman, John Albert; Secretary, Walter Newberg. \$16.00 in ship's fund. No beefs reported by department delegates. Brother A. H. Anderson was elected to serve as ship's delegate.

SUMMIT (Sea-Land), Oct. 14—Chairman, C. A. Yaw; Secretary, George Feinmor. No beefs and no disputed OT reported. Brother Arthur Gilliland was elected to serve as new ship's delegate.

ROBIN SHERWOOD (Robin Line), Oct. 4—Chairman, Otto R. Hoepner; Secretary, David C. Smith. The ship's delegate reported that the crew messman, James M. Murphy, was paid off in Capetown, South Africa, to fly home to start his scholarship at Har-

'Licensed' Seafarer



This little white car recently appeared parked outside headquarters in New York. The car's license bearing the official letters "SIU," belongs to Seafarer Anthony (Tony) Tonelli. A resident of Vermont, Tonelli is on the beach in New York for a couple of weeks to attend the Lifeboat Training School in order to get another license—his AB ticket.

Seafarer On Far East Trips Sees History As It Is Made

Seafarers make their living in a trade which takes them to the hotspots of the world where, often as not, headlines are being made—or exploding in front of their very eyes. Today, SIU men shipping for ports of call in the Far East often find they have box-seats on history-making events, and sometimes, unwittingly end up right in the center of the incidents themselves.

Seafarer Ken Turner, who sails in the deck department, found himself right in the middle of an earth-shaking event that shook the very foundations of the Republic of Viet Nam. At the time of the incident he was a crewmember on the Ocean Evelyn (Ocean Transportation) and was killing some time in Saigon in September, 1963.



Turner

Turner recalls that he was wandering through the streets of Saigon when he saw a big crowd collecting on a streetcorner. The onlookers were watching a saffron-robed figure who was quietly kneeling in the street. Turner observed that the robed figure was a Buddhist monk, and, as the horrified spectators watched, he picked up a nearby can of gasoline and poured it over himself.

Unforgettable Sight

What followed next was something that Turner will never forget. After putting the can aside, the monk calmly lit a match and turned himself into a flaming torch. Unable to watch the silent, unmoving figure of the blazing suicide, Turner turned around and walked away from the horrible spectacle which has remained etched in his memory ever since.

He remembers how soldiers who were controlling the crowds rushed forward with blankets to extinguish the flames, but weren't able to make any progress against the gas-fed blaze.

The suicide represented an act of fanatical desperation by Vietnamese Buddhists against the Diem government. The religious sect charged that the regime was persecuting their leadership and depriving its members of religious freedom.

The self-inflicted death by fire

which Turner witnessed was the first of several similar incidents which sparked events leading to the overthrow of South Viet Nam's government and resulted in Diem's assassination.

While fate may often take a Seafarer to the brink of history's decisive moments, Turner's experience shows that the horror of the moment may blot out the thrills normally associated with being an eyewitness to a climactic event that stirs the entire world.

Ban On Dancing

Turner, who spent about six days in Saigon, said that he and his fellow crewmembers only came across the more oppressive aspects of the Diem regime occasionally. Their chief complaint was against the government's ban on dancing and socializing with Vietnamese women. He remembers that any girl-chasing in the capital at the time had to be done on the sly, since the Diem regime was especially hard on any women it caught associating with foreigners.

An incident that has especially stuck in Turner's memory occurred one night when he started arguing with a Saigon barkeeper who wouldn't permit dancing on his premises. The bartender explained that he was only following the regulations laid down by the Diem government, and Turner replied by letting everyone know what he thought of the restrictions.

At this point a policeman entered the dispute and abruptly told the Seafarer that since he didn't "know the facts," it would be better if he kept his opinions to himself. Aside from instances such as these, Turner remembers generally friendly relations with the people of Saigon, even though political turmoil was brewing in the streets.

Singapore Trouble

The ocean Evelyn left Saigon six days after Turner witnessed the monk's flaming suicide. This visit didn't prove to be his only contact with the hotspots of Southeast Asia. Only this past April he visited Singapore, Malaysia, which

has been consistently in the news since the country's recent independence.

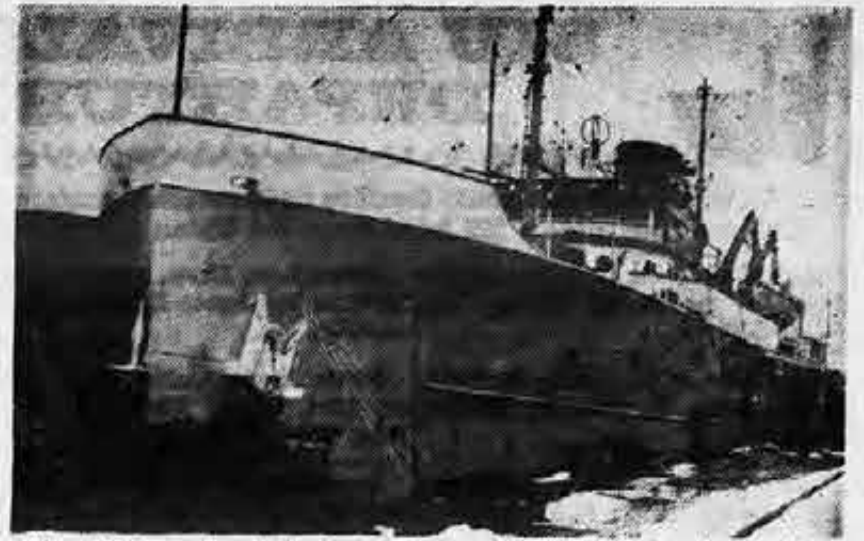
Beset by guerrilla attacks originating from nearby Indonesia, life in Malaysia can hardly be called peaceful. Turner is more than ready to testify about the political turmoil that exists in Singapore, since he came face to face with the deadly work of the terrorists after he had been in the city only a few days.

He recalls how he was out walking in the city one day when a nearby telephone booth suddenly blew up, killing several passers by. When the city police arrived, it was quickly determined that the phone booth had been booby-trapped by the terrorists who evidently hoped to create chaos among the city's population by a series of such hit and run tactics.

According to Turner, the guerrillas weren't interested in picking on foreigners, since they thought they could wreak more havoc among the Malaysian people who were going through the last stages of a national election campaign. He relates one incident that took place on the Singapore waterfront kept Seafarers buzzing for days.

It seems that an Indonesian fishing boat, carrying no identifying markings, sailed into the Singapore harbor one day and tied up at one of the docks. A party of several men who later proved to be guerrillas piled off the boat and prepared to slip into the city where they could wreak their mischief. However, the Malaysian custom guards who maintain barriers at the end of each dock spotted the supposed fishermen and they were quickly arrested.

Turner who has been an SIU man since 1958, usually sails from San Francisco. He says he favors runs to the Far East, especially to Japan. While he isn't especially interested in being an on-the-spot spectator to the major events that periodically shake that part of the world, he enjoys sampling the exotic flavor of the Far East. And, as many of his other SIU brothers, he knows that these trips will give him a bag-full of stories to relate to his grandchildren some day, adding his own personal postscript to the history books.



The SIU-contracted Anton Bruun (Alpine Geophysical), shown above, is considered by its crewmembers to be a fine vessel. Carrying a complement of scientists as well as crew and officers, the vessel conducts oceanographic surveys and research in the Indian Ocean. The Anton Bruun is presently returning to the States for the first time since it first began service, over two years ago.

Crew Calls Anton Bruun Fine Ship, But Different

One of the most unusual vessels in the SIU-contracted fleet is the Anton Bruun (Alpine Geophysical). This ship does not ply the trade routes from port to port, loading and discharging cargoes. The only cargo it carries walks up and down the gangplank.

The Anton Bruun is a geophysical research ship that is participating in oceanographic surveys of the Indian Ocean in conjunction with the Intergovernmental Oceanographic Commission. The vessel carries a crew of 21 Seafarers, plus officers and scientists numbering between 9 and 20.

According to Jack Dolan, ship's delegate on the Anton Bruun, and Tom Holt, who recently got off because of illness, the Anton Bruun is a very good ship.

The Anton Bruun starts several voyages a year from Durban, South Africa, and works in the Indian Ocean. There is plenty of work to do aboard ship, Dolan reported, and there is no shortage of overtime.

"That doesn't mean it's all work and no play, though," Dolan said. Recently the Anton Bruun took on a complete set of softball equipment, including gloves, balls and

bats for all hands to use. Dolan also reported that as soon as the ship hit the next port they would pick up some chess and checkers sets for Seafarers and scientists alike.

Fish Fries Common

Tom Holt, who sailed as AB until he was taken off sick earlier this year, said the food aboard ship was the best that money could buy. "And the scientists, in the course of their research, bring up some pretty good fish, which is turned over to the galley. We had some really good fish dinners more than once," Holt said.

Dolan reported the fish fries are still happening. The scientists recently caught two barrels full of Longustos which was turned over to the galley. They had a party on ship and the Longustos disappeared as fast as a prime rib would, according to Dolan.

Dolan reports that Durban is a pretty good port to be spending time in. He said that the Durban Sailor's Society, which operates the club sends a bus to the ship to take the men into town every day and then takes them back to the ship at night.

Dolan reported that the crew voted to pick up a present for Sparks when the ship gets to Aden. "Sparks has treated us just right," Dolan said. He praised the way Sparks has kept the crew informed on the news and for the way he helps the crewmen that have gotten ill aboard ship.

HURRICANE (Waterman), Sept. 27—Chairman, Anthony J. Palino; Secretary, Eugene Ray. No beefs reported. Vote of thanks extended to the steward department for a job well done.

PETER REISS (Reiss), Sept. 30—Chairman, William Garosoff; Secretary, Richard Grinnitt. Everything is running smoothly. Vote of thanks to the steward department. Motion made to contact company about deck crew's quarters back aft—using spare rooms for crew's quarters.

STEEL ROVER (Isthmian), Sept. 13

**DIGEST of
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—Chairman, W. Biskas; Secretary, W. Seldensrichter. Brother Walter Schlecht was elected to serve as ship's delegate. No beefs and no disputed OT.

FAIRLAND (Sea-Land), Oct. 12—Chairman, Joseph Moody; Secretary, James B. Archie. Brother Joseph Moody was elected to serve as ship's delegate. Everything is running smoothly aboard ship.

STEEL ARTISAN (Isthmian), Oct. 4—Chairman, N. Swokla; Secretary, J. Brown. Brother J. Levin was elected to serve as ship's delegate. No beefs

reported. Few hours disputed OT in engine department.

ARIZPA (Waterman), Sept. 28—Chairman, Vincent Monte; Secretary, Vincent Monte. The trip has been very smooth and pleasant with cooperation from crew. Some disputed OT in the engine department.

ALICE BROWN (Bloomfield), Sept. 20—Chairman, H. E. Rosegrans; Secretary, G. J. Tresclair. \$10 in ship's fund. Some disputed OT in deck and engine departments. Brothers were advised to keep footie locked in port. Vote of thanks to the steward department.

OUR LADY OF PEACE (Liberty Navigation), Sept. 19—Chairman, Louis Hudson; Secretary, Louis Hudson. Some disputed OT in engine department to be taken up with patrolman. Vote of thanks extended to the bosun and the entire steward department for their cooperation.

STEEL DIRECTOR (Isthmian), Oct. 10—Chairman, Ivan Tarkov; Secretary, W. Danford. Some disputed OT reported in deck department. Two men missed ship in Spain. No beefs reported by department delegates.

STEEL MAKER (Isthmian), Oct. 16—Chairman, V. Szymanski; Secretary, W. Miles. \$20 in ship's fund. No beefs reported by department delegates. Vote of thanks extended to the steward department for a good job.

MORNING LIGHT (Waterman), Oct. 11—Chairman, J. Sampson; Secretary, L. Pepper. Some disputed OT reported in the deck department. Vote of thanks extended to all delegates and the steward department for a job well done.

LOG-A-RHYTHM:

Old Jack Frost

By R. L. HINSON

Old Jack Frost is coming, you can feel him in the breeze
He blows his breath upon the world, he causes earth to freeze
Old Jack Frost is coming, before the break of day
He will nip you on the nose and bite the old blue jay.

Covering mountain and valley, with white he covers gold
He kills both full and barren, all are counted as his toll.
He falls upon the meadow, on hill tops near the sky
Everything feels his chilly ice, all the foliage soon must die.

He breathes upon gray squirrel, on the possum in the tree
He falls upon the hornets nest, upon the honey bee.
He frosts upon the shepherd's hut, upon the shepherd's rod,
He falls upon the apples, upon the greenest pod.

Like snow on the house tops, the fence and the pole
He falls upon the cattle, on sheep in the fold
Fencing the old jack rabbit, he bites him in his bed,
Falling upon the reindeer, he turns his old nose red.

The icy frost soon bites both vine and ripe papaw
The wild grapes droop down, like the ripening black haw.
Old jack frost is coming, he falls where e'er he may.
The sun will rise in the morning, and wipe his work away.



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:

Jacquilee Coats, born August 14, 1964, to the Jacke Coats, Port Arthur, Texas.

Lisa Edlund, born June 16, 1964, to the John H. Edlunds, Mobile, Alabama.

Dale Dahlstrom, born August 4, 1964, to the Albert B. Dahlstroms, Marquette, Mich.

Paul Bell, born July 10, 1964, to the Huey L. Bells, Mobile, Alabama.

John Thompson Wilde, born February 22, 1964, to the Keith J. Wildes, Harbor Springs, Mich.

Judith Jones, born July 10, 1964, to the Albert L. Jones, Sault Ste. Marie, Mich.

Lance Hergruder, born August 1964, to the Dolton Hergruders, Plaquemine, La.

Margret Anderson, born May 17, 1964, to the William Andersons, Pittsburgh, Pa.

Robin Leslie Stadelman, born July 3, 1964, to the Robert J. Stadelmans, Baltimore, Md.

Vincent Angotii, born June 23, 1964, to the Ronald E. Angottis, Chicago, Ill.

Earl Nelson, born April 4, 1964, to the Alton Nelsons, St. Louis, Mo.

Laura Lynn Davis, born May 10, 1964, to the James E. Davis, Jacksonville, Fla.

Kevin James Mullen, born June 10, 1964, to the Edward F. Mullens, Jr., Philadelphia, Pa.

Daryl Henry Russell, born August 20, 1964, to the Dale H. Russells, Highland, Mich.

Stanley Hutchinson, Jr., born October 8, 1964, to the Stanley Hutchinsons, Baltimore, Md.

Christine Rae Brown, born August 12, 1964, to the Arron V. Browns, Norfolk, Va.

Jude McFarlain, born July 8, 1964, to the Jerold D. McFarlains, Sulphur, La.

Joseph LeBleu, born August 4, 1964, to the Louis D. LeBleaus, Ville Platte, La.

Vickie Lose, born September 10, 1964, to the Howard F. Loses, Mobile, Alabama.

Lonny Henry, born June 20, 1964, to the Jimmie H. Henrys, Channelview, Texas.

Estamae Bell, born August 14, 1964, to the Robert H. Bells, Pensacola, Florida.

Susan Taylor, born September 8, 1964, to the William E. Taylors, Alpena, Michigan.

David Gasey, born August 25, 1964, to the Clarence B. Gaseys, Smith Creek, 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):

Harris Conrad Smallwood, 78: Brother Smallwood died in the Boston USPHS hospital, a victim of cancer, on May 5, 1964. Sailing in the steward department, he became a member of the SIU in 1949. Surviving is his wife, Mrs. Katherine Rose Smallwood. He was



buried in the Forest Glade Cemetery, Wakefield, Mass.

Albert Ives Williams, 51: Brother Williams was the victim of heart failure while in the Norfolk General Hospital on April 5, 1964. Sailing in the steward department, he has been a member of the Union since 1949. Louise V. Norfleet was named administratrix of his estate. Burial was in the Rosewood Memorial Park Hospital Cemetery, Virginia Beach, Va.



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 NEW ORLEANS, LOUISIANA
Paul O. Arceneaux Robert M. McEvoy
G. E. Armstrong Henry J. Maas
J. C. Armstrong Charles C. Mathews
R. L. Birmingham Wm. E. Maulden
Daniel H. Bishop Phillip C. Mendozo
James V. Boring James F. Moody
John G. Brady Harry O'Brien
John A. Buttiner M. J. Oswald
Joseph G. Carr Troy M. Pardue
Francis H. Coggins J. W. Patterson
Allen Collins, Jr. James J. Redden
Anthony S. Conit Thomas Sims
Arthur W. Corman W. R. Simpson
James M. Davis Jay Steele
Glenn E. Dickens Harold W. Sweet
Patrick J. Durkin Clayton Thompson
John D. Edwards J. C. Thompson
Amado Feliciano Jose Vigo
S. Ferlitta Ernest C. Vitou
Luis G. Franco L. W. Williamson
Joseph B. Huszar W. J. Woolsey, Sr.
Victor A. Kennedy J. F. Wunderlich
Ignatius McCormick

USPHS HOSPITAL CHICAGO, ILLINOIS
James Hellems Robert Pirie
Carl Larson Paul W. Schnelder
David Lasky Armas Soppi
Francis Perry

USPHS HOSPITAL HOUSTON, TEXAS
Elmer E. Campo Nels Larson
Malvin Chandler J. E. Marshall
James F. Cleator Willis O. Moncriex
Glen M. Curl F. E. Nelson
Joseph H. Booker James M. Rellly
Angel Garcia Tommie R. Sanford
Frank Gutierrez Joe C. Selby
Raymond H. Henry Estanislao Solis
Harry Hendry Wm. J. Stephens
Orville A. Jetton Joseph T. Vaughn
Gerald L. Kersey

USPHS HOSPITAL SEATTLE, WASHINGTON
Jose DaCosta Cecil Wallick
E. A. Ainsworth

USPHS HOSPITAL DETROIT, MICHIGAN
Ulysses Crider Cecil Osborne, Jr.
Lonnie Jones Donald Ritey
Ralph Keen John Santay
Clarence Lenhart Walder Selzer
Arlo Otto Edmund Zarecki

USPHS HOSPITAL SAVANNAH, GEORGIA
J. C. Laeter C. P. Thompson
B. S. Swearingen B. H. Waddell

USPHS HOSPITAL BALTIMORE, MARYLAND
C. Anderson Walter O. Hall
Emit Ardoin Lucas Hernandez
Wm. Bellfield G. C. Maddox
Edgar Benson Bernard Morillo
G. Busciglio J. Pendergrass
Lewis Cook Carlton Phillips
Robert W. Duff Andrew Suech
Vernor Ferguson J. J. Sypniewski
Friedof Fondlla Chamber Winskey

USPHS HOSPITAL FORT WORTH, TEXAS
Benjamin Delber George McKnew
Abe Gordon Max Olson
Thomas Leahy

SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK
Daniel Gorman Thomas Isakson
A. Gutierrez William Kenny

USPHS HOSPITAL MEMPHIS, TENNESSEE
James McGee
PINE CREST NURSING HOME COVINGTON, LOUISIANA
Frank Martin

V.A. HOSPITAL NORTHAMPTON, MASSACHUSETTS
Maurice Roberts
U.S. SOLDIERS HOME HOSPITAL WASHINGTON, D.C.
William Thomson

USPHS HOSPITAL STATEN ISLAND, NEW YORK
John I. Allen Thomas F. Maher
Angelo Aragona James Martin
Peter Arthurs Donald M. McKeon
L. Bartlett R. Michalek
John Chiorra A. Minors
E. Constantino John Morrison
J. P. Cunningham Donald Nash
Hamilton Dailey C. F. New
B. Davis C. Mohat
Robert Dillon Wilbur Newson
W. DeFrancisco Kasimir Puchalski
Harry E. Doren Benjamin Putiken
R. D. Eisengraeber F. DeGuartel
Max Fingerhut P. Reyes
C. E. Foster B. Rivera
Robert M. Godwin Joseph Rudolph
John Gotseliff Anthony Scaturro
K. I. Hubbard Juan Soto
R. Iglesias R. Spiteri
Asmund Jacobsen Leon S. Webb
Wm. F. Janisch J. Stogaltis
Joseph J. Keating V. L. Travis
King S. Koo J. E. Williams
B. Kulikowski Fred Wrafter
William Logan Joseph A. Yanik
William Lovett Francis Flynn
Thomas Lowe George Duffy
James M. MacCrea Angelo Ciano
A. McArthur H. Callahan

USPHS HOSPITAL NORFOLK, VIRGINIA
Frank Buck Raymond Miller
Joseph Curtis Joseph P. Scovel
Myron Garrish Dwight L. Skelton
George Goff Arthur Wroton

Thomas Jefferson Harris, Jr., 47: Brother Harris died of accidental drowning at Norfolk, Va., on March 28, 1964. A member of the SIU-United Industrial Workers, he worked in the Norfolk shipyard as a mechanic. Surviving is his wife, Mrs. Bessie E. Harris. Burial was in the Mt. Zion Cemetery, Virginia Beach, Va.



Carl Nicholas Petersen, 68: Brother Petersen died of accidental causes on May 3, 1964, at the Seaman's Institute in New York, N.Y. A member of the union since 1949, he sailed in the deck department until his retirement in 1963. He is survived by his sister, Mrs. Nicolena P. Norby. Cremation was at the Garden State Crematorium, West New York, N.J.



Serafim K. Badivanis, 66: Brother Badivanis died April 26, 1964, in the Presbyterian Hospital, Philadelphia, Pa., of heart disease. A member of the steward department, he joined the Union in 1960. Surviving is his wife, Despina Badivanis. Burial was in his birthplace, Athens, Greece.



Albert Lee Hernandez, 38: Brother Hernandez died of drowning when the tugboat Wales, on which he was working, overturned in the Houston ship channel on April 25, 1964. A member of the SIU-Inland Boatmen's Union, he was working as mate. He is survived by his wife, Mrs. Audrey Hernandez. Burial was in the Forest Lawn Memorial Park Cemetery, Beaumont, Texas.



Robert Lee Grimmett, 56: Brother Grimmett died on May 2, 1964 aboard ship on the Great Lakes, of heart failure. A member of the engine department, he first joined the SIU-Great Lakes District in 1960. Surviving is his wife, Juanita D. Grimmett. He was buried in the Westlake Cemetery, Amstead, W. Va.



Rocco Zicarelli, 51: Brother Zicarelli died on May 5, 1964 at the hospital in Crawford, Penn., of natural causes. A member of the SIU-Great Lakes District, he sailed in the steward department. He is survived by his wife, Mrs. Lillian Zicarelli. His place of burial is not known.



PERSONALS and NOTICES

George Baker
Leona Baker has not heard from you for seven years and would like you to contact her at your earliest convenience. Her address is: 6201 Jacqueline, Wichita, Kansas.

Philip Korol
Your sister has not heard from you for several months and would like you to contact her.

Lloyd T. Callaway
You are requested to contact your sister on an urgent matter.

Jimmie L. "Whitey" Ivy
You are requested to get in touch with Mrs. W. H. Cook, route 5, Box 153 A, Hattiesburg, Miss., at once. She is waiting to hear from you.

Doc Landry
You are asked to contact Harry H. Darrah at Compass Center, 77 Washington Street, Seattle, Wash. 98104.

Checks Held
Checks for the following Seafarers who served on the Penn Carrier may be picked up by them at the Baltimore SIU Hall.
J. W. Short, L. C. Cole, Jr., James Jerchled, Walter Smith, Jose M. DaCosta, Michael C. Miller, Earl H. Beamer, and James P. Bush.

Faustino Orjales
Anyone knowing the whereabouts of the above is asked to contact Joseph Lieberman, Attorney, at 15 Park Row, New York 38, N.Y. 10038.

Lawrence Roy
Let me know if you are all right. Was worried when you did not call back to the Western Union Office.

We are anxious to hear from you—Mother.

Thomas E. Markham
Your family is concerned about you and would like you to contact them. Write or call Mrs. Etta Gay, 3317 Montana Ave., Norfolk, Va.—UL3-0833.

George Edward Cowie
Contact Mrs. Ellen Cowie Geiss at Box 374, Orange Park, Fla., immediately.

Julio Figuerod and Alfonso Rivera
You are asked to get in touch with Carlos M. Diaz at 107 D-1 Litheda Apts., Rio Piedras, Puerto Rico, on a matter of utmost importance.

R. Atwell, S. Hutchinson, E. Wadell
Fred Shaia on the Steel Vendor requests Raymond Atwell, Stanley Hutchinson, and Billy Wadell to get in touch with the steward on the Steel Vendor about your gear and souvenirs.

James Bruce Elliott
Contact your sister, Mrs. Peggy R. Pelkey at 204 Commonwealth Ave., West Mifflin, Pa., as soon as possible.

George Lathrope
Contact Cliff Emmist at 2501 West Hamilton Ave., Tampa, Fla. or call collect 935-8818. This is a matter concerning money due you.

George S. Neyrey, Jr.
You are requested to get in touch with Miss Flo Theriot, 521 Leanine Street, New Orleans, La.

Salvatore Barbara
Contact your sister, Frances Cusato, immediately.

Michael Joseph Bizzare, 63: Brother Bizzare died on May 3, 1964 of heart disease at his residence in Graymoor, New York. A member of the deck department, he began sailing with the SIU in 1940. He is survived by his brother,



J. Bizzare. Burial was in the Greenwood Cemetery, Brooklyn, N.Y.

Favras Jules Mondesire, 73: Brother Mondesire died in the Boston City Hospital on May 17, 1964, of heart disease. A member of the union since 1939, he sailed in the steward department until he retired on pension in 1961. He is survived by his daughter, Mrs. Faith Vaughn. Burial was in the Mt. Hope Cemetery, Boston, Mass.



George Collier Hudson, 49: Brother Hudson died May 6, 1964 in New Orleans, La., of a liver ailment. A member of the engine department, he first joined the union in 1961. He is survived by his sister, Miss Edith Hudson. Burial was in the Cedar Hill Cemetery, Vicksburg, Miss.



Schedule of Membership Meetings

SIU-AGLIWD Meetings

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

New York	November 2	Detroit	November 13
Philadelphia	November 3	Houston	November 9
Baltimore	November 4	New Orleans	November 10
Mobile	November 11		

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West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule through August, 1964 for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
November 16	November 18	November 20
December 21	December 23	December 18

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Great Lakes SIU Meetings

Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit, where meetings are held at 2 PM. The next meetings will be:

Detroit	Nov. 2-2 PM
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort,	November 2-7 PM

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SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The next meetings will be:

Philadelphia	Nov. 3-5 PM
Baltimore (licensed and unlicensed)	Nov. 4-5 PM
Houston	Nov. 9-5 PM
Norfolk	Nov. 5-7 PM
N'Orleans	Nov. 10-5 PM
Mobile	Nov. 11-5 PM

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RAILWAY MARINE REGION

Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The next meetings will be:

Jersey City	Nov. 9
Philadelphia	Nov. 10
Baltimore	Nov. 11
Norfolk	Nov. 12

GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are scheduled each month in the various ports at 7:30 PM. The next meetings will be:

Detroit	Nov. 9-2 PM
Milwaukee	Nov. 9
Chicago	Nov. 10
Buffalo	Nov. 11
†Sault Ste. Marie	Nov. 12
Duluth	Nov. 13
Lorain	Nov. 13

(For meeting place, contact Harold Ruthsatz, 118 East Parish, Sandusky, Ohio).

Cleveland	Nov. 13
Toledo	Nov. 13
Ashtabula	Nov. 13

(For meeting place, contact John Mero, 1644 West 3rd Street, Ashtabula, Ohio).

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United Industrial Workers

Regular membership meetings for UIW members are scheduled each month at 7 PM in various ports. The next meetings will be:

New York	November 2
Baltimore	November 4
Philadelphia	November 3
†Houston	November 9
Mobile	November 11
New Orleans	November 10

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

Home Bound



Some of the crew of the Hastings (Waterman) take a break on the deck after leaving Karachi. Above (front, l-r) Getis Lightfoot, 3rd cook; Chris de Jesus, night cook and baker; (rear) Melvin Bass, galleyman; and Leon Jordan, chief cook, line up for the camera of ship's delegate Richard Bloomquist.

Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

PRESIDENT
Paul Hall

EXECUTIVE VICE-PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard
Al Tanner

LINDSEY WILLIAMS
ROBERT MATTHEWS

SECRETARY-TREASURER
Al Kerr

HEADQUARTERS REPRESENTATIVES
BILL HALL Ed Mooney Fred Stewart
BALTIMORE 1216 E. Baltimore St.
Rex Dickey, Agent Eastern 7-4900
BOSTON 276 State St.
Ed Riley, Agent Richmond 2-0140
DETROIT 10225 W. Jefferson Ave.
Vinewood 3-4741

HOUSTON 5804 Canal St.
Paul Drozak, Agent Walnut 8-3207
JACKSONVILLE 2608 Pearl St. SE, Jax
William Morris, Agent ELgin 3-0887
MIAMI 744 W. Flagler St.
Ben Gonzales, Agent Franklin 7-3564
MOBILE 1 South Lawrence St.
Louis Neira, Agent Hemlock 2-1754
NEW ORLEANS 630 Jackson Ave.
Buck Stephens, Agent Tel. 529-7546
NEW YORK 675 4th Ave., Brooklyn
HYacinth 9-6600

NORFOLK 115 3rd St.
Gordon Spencer, Acting Agent 622-1892
PHILADELPHIA 2604 S. 4th St.
John Fay, Acting Agent Dewey 6-3818
SAN FRANCISCO 450 Harrison St.
Paul Gonsorchik, Agent Douglas 2-4401
Frank Drozak, West Coast Rep.
SANTURCE PR 1313 Fernandez Juncos
Stop 20

Keith Terpe, Hq. Rep. Phone 724-2843
SEATTLE 2505 1st Ave.
Ted Babkowski, Agent Main 3-4334
TAMPA 312 Harrison St.
Jeff Gillette, Agent 229-2788
WILMINGTON, Calif 505 N. Marine Ave.
Frank Boyne, Agent Terminal 4-2528

Great Lakes

SECRETARY-TREASURER
Fred J. Farnes

ASSISTANT SECRETARY-TREASURER
Roy Boudreau

ALPENA 127 River St.
EL 4-3616
BUFFALO, NY 735 Washington
TL 3-6259
CHICAGO 9383 Ewing Ave.
So. Chicago, Ill. Saginaw 1-0733
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 3-2441
HEADQUARTERS 10225 W. Jefferson Ave.
River Rouge 18, Mich. Vinewood 3-4741

Inland Boatmen's Union

NATIONAL DIRECTOR
Robert Matthews

GREAT LAKES AREA DIRECTOR
Pat Finnerly

BALTIMORE 1216 E. Baltimore St.
Eastern 7-4900
BOSTON 276 State St.
Richmond 2-0140
HEADQUARTERS 675 4th Ave., Brooklyn
HYacinth 9-6600
HOUSTON 5804 Canal St.
Walnut 8-3207
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ELgin 3-0887
MIAMI 744 W. Flagler St.
Franklin 7-3564
MOBILE 1 South Lawrence St.
Hemlock 2-1754
NEW ORLEANS 630 Jackson Ave.
Tel. 529-7546
NORFOLK 115 Third St.
Tel. 622-1892-3
PHILADELPHIA 2604 S. 4th St.
Dewey 6-3818
TAMPA 312 Harrison St.
Tel. 229-2788

GREAT LAKES TUG & DREDGE REGION

REGIONAL DIRECTOR
Robert Jones

Dredge Workers Section
ASSISTANT DIRECTOR
Harold F. You

BUFFALO 94 Henrietta Ave.
Arthur Miller, Agent TR 5-1536
CHICAGO 2300 N. Kimball
Tryve Varden, Agent Albany 2-1164
CLEVELAND 1420 W. 25th St.
Tom Gerrity, Agent (21-5450)
DETROIT 1570 Liberty Ave.
Lincoln Park, Mich. DU 2-7694
DULUTH 312 W. Second St.
Norman Jolicoeur, Agent Randolph 7-6222
SAULT STE. MARIE
Address mail to Brimley, Mich.
Wayne Weston, Agent BRimley 14-R 3
TOLEDO 423 Central St.
CH 2-7751

Tug Firemen, Linemen, Oilers & Watchmen's Section

ASSISTANT DIRECTOR
Tom Burns

ASHTABULA O. 1644 W. Third St.
John Mero, Agent Woodman 4-8332
BUFFALO 18 Portland St.
Tom Burns, Agent TA 3-7095
CHICAGO 9383 Ewing, S. Chicago
Robert Affleck, Agent Essex 5-9570
CLEVELAND 1420 W. 25th St.
W. Hearn, Pro-Tem Agent MA 1-5450
DETROIT-TOLEDO 12948 Edison St.
Max Tobin, Agent Southgate, Mich. Avenue 4-0071
Box No. 66
South Range, Wis.
Ray Thomson, Agent EXport 8-3024
LORAIN, O. 118 E. Parish St.
Sandusky, Ohio
Harold Ruthsatz, Agent Main 6-4573
MILWAUKEE 2722 A. So. Shore Dr.
Joseph Miller, Agent Sherman 4-6645
SAULT STE. MARIE 1088 Maple St.
Wm. J. Lackey, Agent MEIrose 2-8847

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.
Eastern 7-4900
NORFOLK 115 Third St.
622-1892-3
PHILADELPHIA 2604 S. 4th St.
Dewey 6-3818

United Industrial Workers

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Eastern 7-4900
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Phone 622-1892-3
PHILADELPHIA 2604 S. 4th St.
Dewey 6-3818
TAMPA 312 Harrison St.
Phone 229-2788

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.

NEW EVERY THREE MONTHS

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

YOUR

SIU SHIP'S LIBRARY



SEAFARERS SCHOLARSHIPS

With the first of the scheduled College Entrance Examination Board Tests coming up in December, it is time again for qualified Seafarers and children of Seafarers who want to compete for one of the five annual \$6,000 SIU scholarship awards for 1965 to begin filing their applications.

The competition for the \$6,000 awards, which may be used to attend any accredited college or university in the U.S. or its possessions, for study in any field, is open to qualified Seafarers who have a minimum of three years seetime on SIU-contracted vessels, and to children whose fathers meet the seetime requirement. At least one annual award is reserved for a Seafarer.

The SIU scholarship plan has been operated on an annual basis for the past 11 years and winners can select any college and field of study. Fifty-eight awards have been given since the program began in 1953. Of these 36 have gone to the children of SIU members and SIU men themselves have received 22 of the college scholarships.

Winners are chosen by a panel of leading university educators and administrators on the basis of their high school records and College Entrance Examination Board test results.

The first of the scheduled CEEB tests for 1965 will take place on December 5, 1964. Additional tests are scheduled for January 9, 1965 and March 6, 1965. Qualified applicants are urged to take the earliest exam possible to avoid any last minute rush and allow the test results to be available well in advance of the judging.

Seafarers and members of SIU families who are interested in competing for the 1965 awards should contact the nearest SIU port office or SIU Headquarters for information. They should also make immediate arrangements to take a CEEB test. To register for the tests, write to the College Entrance Examination Board at Box 592, Princeton, N.J., or Box 1025, Berkeley, California well in advance.

The judging for the five annual SIU awards is expected to take place late in May, as in previous years.

APPLY NOW