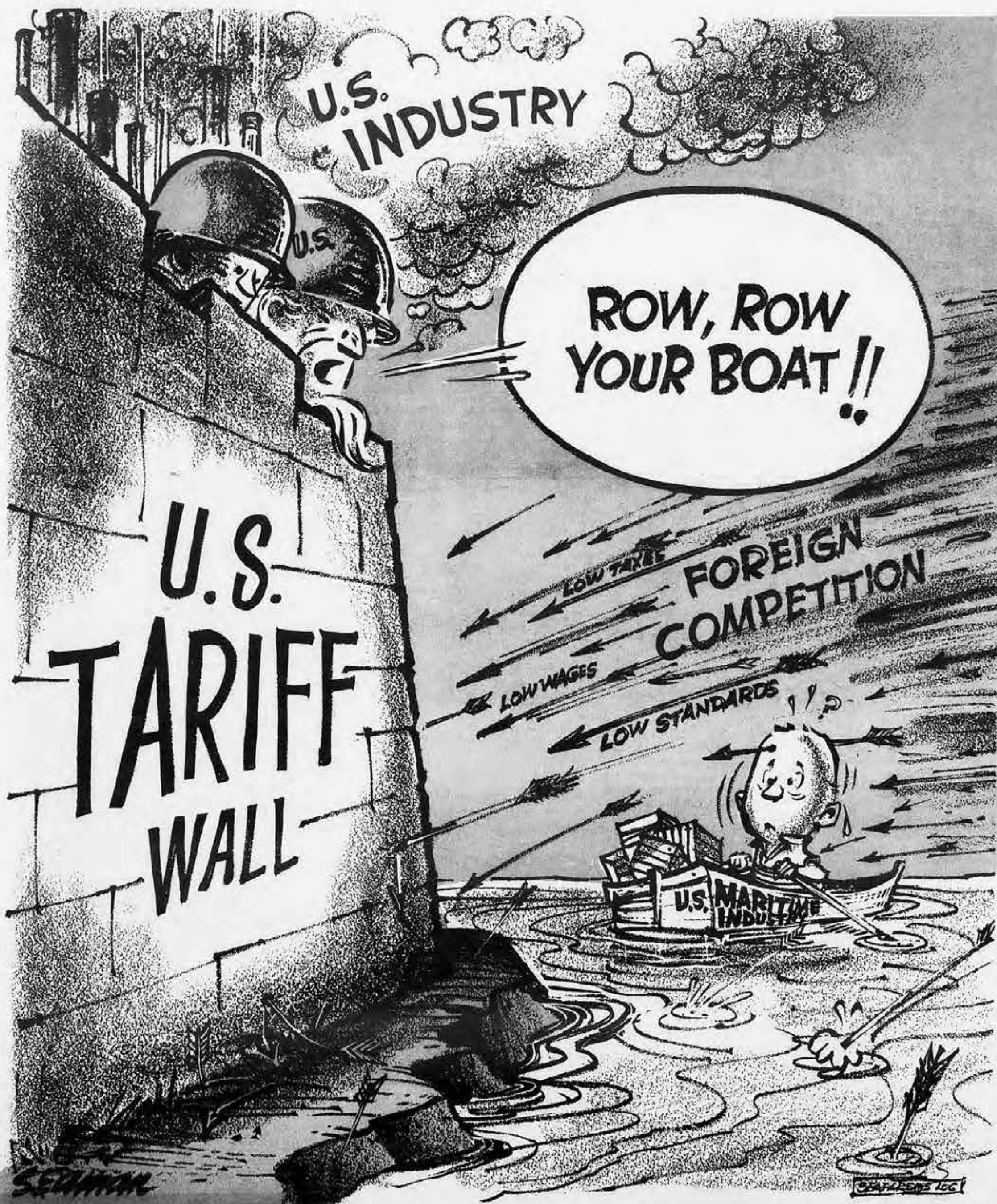


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SEAFARERS LOG

October 14,
1966

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



Immediate Action Called For At Propeller Club Convention

Legislators Blast U. S. Ship Policy, Urge Massive Shipbuilding Program

WASHINGTON—The construction of 50 new American-flag merchant ships a year for each of the next 10 years was called for by Senator Russell Long (D-La.) at the 40th Annual Convention of the Propeller Club, held in Washington recently.

In urging the nation to undertake the ambitious ship construction program as the only way to begin "catching up" with the lagging ship replacement program, Senator Long (D-La.) who is also Senate Majority whip called upon delegates to the convention to "re-dedicate" themselves to the basic principles of the Merchant Marine Act of 1936, which calls for the maintenance of a strong American-flag merchant fleet adequate for the nation's needs in peacetime and wartime.

Other legislators who addressed the assembled delegates from all over the country to urge the maintenance of a strong U.S.-flag fleet included Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine Committee; Senator Daniel Brewster (D-Md.); Representative Thomas Downing (D-Va.), a member of the House Merchant Marine Committee; and Representative William Mailliard (R-Calif.), ranking minority member of the House Maritime Committee.

Navy Plan Rapped

Representative Garmatz attacked the Navy's decision to build its own fleet of cargo ships for exclusive military use.

He said that "it is not too fanciful that we may see the day when the only commercial type vessel flying the American-flag will be a handful of F.D.L. fast deployment logistic ships while our water commerce will be transported by the up and coming Russian merchant fleet."

Senator Brewster also attacked the navy's plans and called the idea "philosophically faulty and economically unsound."

"What the Defense Department is now proposing to do is to build its own merchant marine,

a merchant marine owned and operated by the Government but a merchant marine of limited use ships which are destined to rust on station and not participate at all in foreign commerce."

He said that the same investment by the government in our present subsidy program could provide "more than 100 modern vessels which would be immediately available in times of emergency, and which would contribute substantially to the American economy and our international payments during times of peace."

Senator Brewster indicated that he will submit a bill in the Senate designed to give the House Merchant Marine Committee and the Senate Commerce Committee (which considers maritime issues in the Senate), the power to authorize maritime program appropriations. Representative Garmatz has already introduced a similar proposal in the House.

With much of the emphasis of the importance of the American-

flag merchant fleet now being placed on its vital military role, Representative Mailliard hastened to remind the nation that the economic impact which the merchant marine has on the welfare of the United States is fully as important as the role it plays in national defense. In spite of U.S. merchant fleet's vital role in both peacetime and wartime, maritime is being "shortchanged" in both Federal assistance and patronage by American shippers who allow their foreign customers to ship American exports aboard foreign-flag vessels.

One of the strongest attacks on the manner in which the American maritime industry has been neglected by the Government in recent years and the serious deterioration into which the fleet has fallen because of this neglect was made by Senator Long. Long made the following points in substantiating his call for a strong U.S. Merchant fleet.

- "Today, after almost two decades of neglect, the American Merchant Marine rides anchor at low tide. In the short space of time since 1952 its participation in the foreign commerce of the United States has diminished from 43 percent to approximately 9 percent."

- "Our coastal and intercoast-

(Continued on page 5)

Marad to Install Air-Conditioning On Viet Ships

American merchant seamen manning the cargo ships supporting the United States military sealift to Viet Nam won't have to sweat it out any longer.

The Maritime Administration has announced that the Government will foot the bill for the installation of air-conditioning in messrooms on all ships withdrawn from the nation's standby fleets and on all vessels already reactivated in the Viet Nam crisis.

Maritime unions have complained to MARAD and the military Sea Transportation Service operating the broken-out cargo ships that Seafarers were working in temperatures of up to 120 degrees which hampered their work and conceivably added to the acute manpower shortage on the Viet Nam run.

The situation has reached serious proportions because of the slow turn-around time for vessels in South Viet Nam's congested ports. Merchant seamen on vessels waiting to unload in Viet Nam were subjected to staying in an area of intense heat for weeks at a time.

The vessels will have the air-conditioning installed "during voyages repair periods whenever time permits," Maritime Administration noted. The ships slated for installation of the air-conditioning in the messroom are 133 active reserve fleet vessels already in service and 38 more which have been ordered out of Reserve fleet status in order to maintain the Viet Nam sealift. All American maritime unions involved in the supplying military equipment to the South East Asia trouble spot said that they welcomed the Maritime Administration decision.

Report of International President



by Paul Hall

The importance of maintaining a strong American-flag merchant fleet for national defense is being pointed out every day by the tons of shipborne cargoes that arrive in Vietnam. The U.S. discovered early in the Vietnam buildup that we cannot depend on foreign-flag ships with foreign national crews to deliver goods to our fighting men or otherwise uphold the best interests of the United States.

The existence of a strong American-flag merchant fleet is just as important to the nation's economy as it is to the national defense. The maintenance of a strong, adequate U.S. merchant fleet is the only way in which we can assure competitive freight rates for American exports and is one of the best means available to ease the serious "dollar drain" that is plaguing our economy.

When American exports are shipped aboard foreign-flag vessels 73 cents out of every freight dollar goes outside the United States, never to return, and thereby makes our adverse balance of payments problem worse.

On the other hand, when American exports move on U.S.-flag ships, 77 cents of every freight dollar remains in the American economy—not only relieving our balance of payments problem, but also generating even more business to further boost the economy.

Statistics show that about 80 percent of American firms engaging in foreign trade make no attempt to ship their goods aboard American-flag vessels. Instead they allow foreign buyers to control routing of the goods, and these buyers almost always ship aboard their own national flag ships.

By this practice American manufacturers are doing themselves a disservice on several grounds. Not only are they allowing money to leave the U.S.—which, if it remained here would be reflected in increased business—but they are also leaving themselves wide open for exploitation and rate discrimination by foreign ship operators.

By ignoring American-flag ships in the carriage of their goods, U.S. manufacturers become increasingly dependent on foreign-flag shipping. Then, in a time of worldwide shipping crisis, the American manufacturer learns that he will be charged exorbitant rates for shipping his goods.

This happened during the Korean War and the Suez crisis. On those occasions an infusion of reserve fleet ships helped ease the situation. But available reserve fleet ships are rapidly disappearing and will probably not be available at all in the future.

A strong merchant fleet adequate to meet the nation's defense and trade needs is essential for the nation's economic and defense security, and it is the job of every American to do everything in his power to see that we have such a fleet.

Latest Lloyd's of London Figures Cover 1965

U.S. Leading Ship-Scrapping Nation, Lloyd's Register of Shipping Reveals

LONDON—The American-flag merchant marine scrapped more merchant ship tonnage last year than any other major maritime power, according to a report recently released by Lloyd's Register of Shipping.

The report also revealed that runaway-flag vessels of Liberian registry led the world in the number of ships lost in maritime accidents.

The figures showed that shipwreckers in the United States scrapped 133 vessels of 920,651 tons in 1965, a sharp increase from the 131 ships of 856,437 tons which were reduced to scrap in 1964.

The Lloyd's compilation showed that overall worldwide merchant shipping losses through fire, collision, shipwreck and foundering rose sharply last year. There were a total of 237 vessels of 739,047 gross tons written off last year as total losses compared with 249 ships of 558,000 tons lost during 1964.

Liberia suffered 21 vessels lost, amounting to 136,498 tons during 1965. Her losses came to 15 ships of 101,347 tons during 1964.

An increase in the number of ships lost by fire was the chief factor in boosting 1965 worldwide losses above the 1964 level. Fire

claimed 31 ships of 204,356 tons during 1965 compared with 36 ships of only 68,920 tons during 1964.

Most notable among the 1965 fire losses were the Panamanian-flag cruise ship Yarmouth Castle, which burned and sank at sea with a heavy loss of life which included many Americans, and the Norwegian-flag passenger vessel Viking Princess, which met a similar fate.

These two disastrous fires spurred demands by the SIU, other maritime unions, citizens' groups and many legislators that foreign-flag passenger vessels calling at U. S. ports be subject to the same rigid safety standards as American-flag vessels. A cruise ship safety bill calling for stiff regulation of such vessels has been passed by the Senate and is now before the House.

Collision casualties were down during 1965, dropping to 25 ships of 38,724 tons as compared with 29 ships of 86,177 tons lost through collisions during 1964.

Losses through shipwreck were

up however, standing at 117 ships or 366,627 tons against 108 ships of 298,424 tons in 1964. Similarly up during 1965 was the total of ships lost through foundering, which hit 81 ships of 114,256 tons compared to 65 vessels of 99,436 tons in 1964.

The number of ships missing and presumed lost showed only a slight variation, according to Lloyds.

Next to Liberia, the nation that lost the most ships through accident was Norway—22 ships of 117,317 tons, up sharply from 1964. In third place was Greece (also up markedly from 1964), then Japan, Panama, the United States, Italy, Great Britain, Lebanon, France and West Germany.

In tonnage scrapped Great Britain was in second place and Italy in third, followed by Japan, Panama, Norway, Greece India and Spain.

The total world fleet in 1965 was estimated at 41,865 vessels comprising over 160.3 million tons, up somewhat from the previous year.

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Five More Seafarers Licensed As Engineers; Total Now at 99

Five more Seafarers have passed the U.S. Coast Guard examination and have issued their engineers licenses after attending the training school jointly-sponsored by the SIU and District 2 of the Marine Engineers Beneficial Association. A total of 99 Seafarers have now received engineer's licenses as a result of the joint program.

The newly-licensed engineers are sailing or about to sail in engineers births aboard American-flag ships.

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

Federico Sanchez, 51, who joined the union in San Francisco and has been sailing with the SIU for many years.

Otis Bailey, 41, a member of the SIU for 21 years who joined the



Sanchez



Quinn

union in Norfolk. Bailey sailed as a firemen-watertender, oiler and electrician.

Nathania Muse, who joined the SIU six years ago and sailed as a firemen-watertender, oiler, junior engineer and pumpman.

John Owens, 41, who has been a Seafarer for seven years and sailed as a pumpman, machinist, fireman - watertender and oiler. Owens successfully passed Coast Guard examinations qualifying him for his second diesel engineer's license and his third steam engineer's license.

The newly licensed third engineer, in addition to Owens, is William Quinn, 46, who joined the union in New Orleans and has been sailing in the engine department as an fireman-watertender and oiler.

The joint SIU-MEBA District 2 upgrading school offers Seafarers and Engineers qualified instruction in preparing for their Third Assistant Engineer, Temporary Third Assistant Engineer or Original Second Engineer's licenses

SIU Appeals Board Suspends Rule On Promotions at Sea

The Seafarers Appeals Board has suspended Rule 8 of the Shipping Rules for the duration of the Viet Nam conflict, or until the suspension is no longer necessary.

Rule 8 states that "no seaman shipped under the rules shall accept a promotion or transfer aboard ship unless there is no time or opportunity to dispatch the required man from the Union hall."

The suspension of the rule was made in order to ensure the proper and adequate manning of American-flag ships during the Viet Nam seafight.

in either steam or motor vessel classifications.

Seafarers who enroll in the program are eligible to apply for any of the upgrading courses offered at the Engineers School if they are 19 years of age or older and have 18 months of Q.M.E.D. watch standing time in the engine department plus six months' experience as wiper or equivalent.



Muse

Bailey

SIU engine department men who have the necessary requirements and who want to enroll in the school can obtain additional information and apply for the course at any S.U. hall or write directly to SIU headquarters at 675 Fourth Avenue, Brooklyn, New York, 11232. The telephone number is HYacinth 9-6600.

SIU-IBU Wins New Pact For Phila. Tugmen

PHILADELPHIA — The SIU-Inland Boatsmen's Union here has won a new agreement with the major Philadelphia tugboat operators, calling for a substantial wage boost, increased paid holiday time, upped employer contributions to pension and welfare plans, improved working and safety conditions, and other benefits.

Agreement on the new three-year pact followed a short strike in which SIU-IBU members hit the bricks until settlement was reached. The new pact was ratified by a vote of 128 to 32.

The new contract calls for wage increases of 39 cents an hour over a three-year period and substantially increased rates for crew members engaged in "out of harbor" work and for members ordered to report for work aboard vessels laid up for planned repairs. In addition, Union members who report aboard tugs laid up for planned repairs, outside the port will receive premium subsistence pay.

The number of paid holidays was increased to 12 with the addition of Columbus Day. Improvements in working and safety conditions under the new contract includes new safeguards for crews aboard vessels engaged in transporting volatile chemicals.

In the port of Baltimore, where the present contract between the SIU-IBU and the tug operators has also run out, negotiations are continuing on a new pact. Baltimore IBU crews are continuing to work on a day-to-day basis without a contract while negotiations continue to show progress. When agreement is reached, the new pact will be retroactive.

Major Victory for Merchant Marine

House-Senate Group Agrees to Keep MARAD Out of the Transport Dep't

WASHINGTON — A House-Senate conference committee agreed this week to exclude the Maritime Administration from the proposed new Department of Transportation.

AFL-CIO Maritime Trades Department President Paul Hall called action by the conferees

"a first step in the right direction." He said that "it is now hoped that the Congress will proceed promptly to re-establish the Maritime Administration as an independent agency as called for in legislation now pending in both the Senate and House."

"We are most appreciative," Hall said, "of the efforts of the AFL-CIO, AFL-CIO President George Meany and all others whose support helped to achieve what we consider to be a major victory for the American Merchant Marine and the men who build and man them."

The bill to create the new Department of Transportation went to the House-Senate conference committee because the House voted last month 260 to 117 for a labor-backed amendment to keep the Maritime Administration out of the new Department. The Senate adopted the transportation department bill without the amendment.

The issue thus had to go to a joint conference committee of both houses of Congress to be resolved before the transportation department bill could be finally approved. The conferees, meeting this week, agreed to adopt the House version excluding the Maritime Administration, clearing the way for final passage of the department bill.

Under terms of the Transportation Department bill, a 12th cabinet-level department would be created in the federal government in which the agencies dealing with aviation, highways, and railroads and the Coast Guard would be consolidated.

MTD President Hall said that "while exclusion of the Maritime Administration from the Department of Transportation does not achieve independence for the Maritime Administration, it is a first step in the right direction." He pointed out that "American maritime labor has long believed

that the American Merchant Marine, which has been allowed to founder in seas of government neglect and indifference for many years, can be restored to its proper position of size, strength and prestige only by having maritime affairs administered by an independent Maritime Administration, not subservient to any other Federal agency or department."

"Maritime labor," Hall said, "strongly supported by the AFL-CIO labor movement, held firmly to this position throughout the weeks of debate on this measure, despite the willingness of the subsidized shipping companies to accept half measures which would serve only their own interests and not the interests of the total merchant fleet."

The MTD president voiced appreciation of the efforts of the AFL-CIO and its member unions who supported maritime labor's fight to exclude the Maritime Administration from being smothered in the new Transportation Department.

The original amendment excluding MARAD from the new Department which the House last month was introduced by Rep. Edward Garmatz (D.-Md.), chairman of the House Merchant Marine Committee and floor leader of the fight for its adoption.

Labor-supported bills to set up the Maritime Administration as a completely independent agency have been approved in committee in the House and Senate and are awaiting further action.

House Maritime Committee Bill Asks Voice in MARAD Allotments

WASHINGTON — The House Merchant Marine and Fisheries Committee has favorably reported a bill to the House which would require that any appropriations to finance activities of the Maritime Administration be preceded by specific legislative authority.

The recommendation is embodied in the bill (H.R. 18176) which was favorably reported, without amendment to the House by the Merchant Marine and Fisheries Committee. The SIU has voiced its full support of the bill.

The written report which accompanied the bill said that "the purpose of the bill is to require that appropriations for the principal activities of the Maritime Administration be preceded by specific legislative authority for appropriations each fiscal year."

"Beginning with fiscal year 1968," the report continued, and for each subsequent fiscal year, sums to be appropriated or made available to or for the use of the maritime administration for the following categories of activity

would be subject to prior authorization:

- construction and repair of vessels.
- payment of construction differential subsidy.
- payment of operating differential subsidy.
- maritime training including federal aid to state maritime schools.
- maintenance and operation of vessels of the National Defense Reserve Fleet.
- the Vessel Operations Revolving Fund.
- research and development activities.

The Merchant Marine Committee report pointed out that enactment of the bill would place the Maritime Administration "on a basis comparable to that now in effect with regard to the Department of Defense, United States Coast Guard, the Atomic Energy Commission, the National Aeronautics and Space Administration and other major programs within the Executive Branch."

The House Merchant Marine Committee, in their background report for the new legislation, emphasized the importance of legislative authority over Maritime Administration appropriations by pointing up the following facts:

"When the Merchant Marine Act of 1936 was originally enacted the administering agency was the United States Maritime Commission, an independent agency responsible to the Congress. The programs authorized by that Act were set up in a fashion intended to permit their efficient administration under broad enabling authority. The availability of a construction revolving fund minimized the need for seeking detailed annual authorization for appropriations."

"Since shortly after World War (Continued on page 5)

Brazilian Maritime Workers Visit SIU



Brazilian maritime workers touring SIU headquarters in New York are shown above viewing Labor Press awards won by the Seafarers Log over the years. Harry Lundeberg School of Seamanship Administrator Tony Goncalves conducted visitors through school, Log offices, the headquarters building, and also the SIU clinic facility.

Five Additional Seafarer Veterans Added to Growing Pension Roster

The names of five additional Seafarers have been added to the list of men who are receiving SIU pensions. The newcomers to the growing ranks of pensioners include John Hiller, Robert McCulloch, Winslow Shipley, Mario Reyes, and Anthony Vitacco.

John Hiller was born in Michigan and joined the union in Detroit. He resides in Petoskey, Mich., with his wife, Grace. Hiller was a wheelsman and last sailed

on the tug Penn Dixie.

Robert McCulloch joined the SIU in Seattle. He sailed as a steward. Born in Scotland, Seafarer McCulloch now lives in

North Beach, Md., with his mother, Annie. His last ship was the Volusia.

Winslow Shipley sailed in the Deck department and joined the union in Detroit. Born in Forrester, Mich., he now lives in Port Huron, Mich., with his wife, Elva Marie. Shipley last shipped with the American Steamship Company.

Mario Reyes sailed as an oiler in the Engine department. Born in Puerto Rico, he now resides in Staten Island, N. Y. Reyes joined the SIU in New York. His last ship was the Mayaguez.

Anthony Vitacco sailed in the Deck department and joined the SIU in the port of New York. He lives in Brooklyn, N. Y., with his wife, Ida.



Hiller McCulloch Shipley Reyes

The Pacific Coast

by Frank Drozak, West Coast Representative



Representative William Mailliard, incumbent San Francisco Republican was endorsed for reelection by the SIU and the San Francisco Bay Area Maritime Trades Ports Council. Representative Mailliard is a member of the House Merchant Marine and Fisheries Committee.

Representative Thomas M. Pally, Washington Republican, a staunch supporter of a strong American-flag merchant marine, has won his primary election. All Democratic incumbents from the State of Washington also won their primary elections.

San Francisco

Shipping is still very good here with plenty of jobs for AB's oilers, FWT's Electricians Cooks and Bakers. Sign-on included the Ames Victory, Overseas Rose, Andrew Jackson and Los Angeles. There were payoffs over the last period on the following vessels: Ames Victory, Los Angeles, Long Beach, Overseas Rose, Geneva, Barre Victory, Andrew Jackson and Transpacific. The Marymar, Overseas Rose, Geneva, Long Beach and Calmar were in transit.

Sal Mancino, of Long Island who has been an SIU-member for over 25-years is waiting to make another trip to Viet Nam. Seafarer Mancino sails as bosun and his last ship was the Ridgefield Victory. L. L. Seleskie is also waiting for a ship to the Far East but wants to sail in a utility engineering slot.

Wilmington

Shipping has been booming here for the past several weeks. We have been shipping members out as soon as they come into the door. Shipping promises to still be good for a few more weeks and we are looking for all the AB's FWT's and electricians who are ready to ship out.

Bill Chadburn, got his fit-for-duty from the USPHS and wasted no time in grabbing a saloon messman's job on the Calmar.

Seattle

Shipping has been excellent here with many grain ships loading for India and freighters taking on cargo for Viet Nam. Any Seafarer can have his choice of ships from the Seattle area.

Louis Bernier will take any ship that comes along. He is a 16-year SIU man and was just off the Kyska on the Viet Nam run where he had a very good trip. He'll be ready to ship in a couple of weeks.

George Wanka, who likes coast-wise runs because it gets him near home more often, will try to grab another FWT job on the Alaskan run. He just piled off the Anchorage after a few trips and plans to take it easy for a while.

J. Paul St. Sure, Advisory Committee Member, Dies At 64



J. Paul St. Sure

OAKLAND, Calif.—J. Paul St. Sure, former president and chairman of the Pacific Maritime Association and a member of the President's Maritime Advisory Committee, passed away here recently at the age of 64.

St. Sure took part for many years in labor-management collective bargaining negotiations on the West Coast, and was active in contract negotiations between the SIUNA Pacific District Unions and the shipowners.

He is survived by his wife, Mrs. Elizabeth St. Sure, and two daughters.

Soviets Announce Huge Waterway Improvement Plan

The Soviet Union has initiated a five-year plan to greatly boost the capacity of the Russian inland waterway system by 1970. Capital investments of well-over \$1 billion are slated. About \$935 million is earmarked for fleet improvements and another \$275 million for port development, ship repair yards and canal extensions.

Fleet improvements will include the addition of thousands of vessels to the Soviet inland fleet. These will be of larger average displacement and equipped with more powerful engines than present vessels. By 1970 the Russians hope to boost the average cargo capacity of self-propelled river craft from the present 935-tons to 1,900-tons.

The deadweight tonnage capacity of barges is to be boosted by about 60 percent, with a power increase for towboats of about 65 percent, or from 337 to 555 horsepower on the average.

Larger diesel powered vessels, suitable for ocean as well as inland service are also to be built. These would have a cargo capacity of 5,000-tons in dry cargo, or combination dry and liquid cargo carriers of 2,700-tons and tankers of 5,000-tons. The larger vessels are slated for operation on the Volga-Baltic waterway, Lake Onega, the White Sea-Baltic Canal and the White Sea.

SIGN LETTERS

For obvious reasons the LOG cannot print any letters or other communications sent by Seafarers unless the author signs his name. If circumstances justify, the LOG will withhold a signature on request.

The Atlantic Coast



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

The SIUNA-affiliated Atlantic Fisherman's Union is now on strike against the Gloucester Fishing Boat Owners Association. The only thing that the boatowners have offered the Union so far is a contract that would set them back fifty years in wages and benefits. The Union will settle for nothing less than a contract which will put their wages, benefits and working conditions on a par with their union brothers in Boston and New Bedford.

New York

Shipping has been brisk here with plenty of jobs on the board in all ratings. John G. Doran, who was last shipped aboard the Afoundria stopped by to say hello. E. Lukowski, last aboard the Seatrain Louisiana is registered to ship here. Bill Barrett, who last sailed as fireman-water-tender on the Afoundria is now looking for a ship out of this port. Harold E. Robinson, who dropped by the hall recently, said his last trip as utility steward aboard the Afoundria was a real good one.

Baltimore

Shipping here has been fair for the past two weeks and prospects for the coming period look good. Right now we have the Alamar, Losmar, Trustco and Ohio laid up. During the last period we paid off six vessels, signed on four and serviced five ships in transit.

Louis Firlie has his fit for duty again after a short stay in the hospital and is trying to get a short run to get back in the groove again. A member of the SIU for over 14 years, Lou last sailed aboard the Alcoa Trader. Lawrence Melanson recently ended a voyage to Vietnam aboard the Alcoa Marketer, and is now waiting around the hall here for another Vietnam run. He has been sailing with the Union for over 20 years.



Firlie Melanson

Also just back from a trip to Viet Nam is Wilbert Hughes, who recently paid off the Columbia Victory. Hughes sailed in the Steward department and has nothing but good things to say about the crew and officers he sailed with.

Philadelphia

Shipping has been a little slow here during the last period, but we managed to chalk up four payoffs, one sign-on, and serviced four ships in transit.

After a good rest at home, one of the real Union oldtimers, Arthur "Scientific Sam" Samson, is watching the board and ready to go. Sam, who sails in the engine department, made his last voyage aboard the Columbia. Ralph Bullard, a 22-year SIU veteran, says he's ready to take the first chief cook's job that comes his way. His last ship was the Potomac. Charles Fritz is ready to pounce on the first fwt job that hits the board after spending the summer months at home relaxing with his family.

John Stiles is also ready to go again after a few weeks on the beach. A member of the Union for 20 years, John last sailed aboard the Pecos in the deck department.

Norfolk

Shipping has been fair at this port with prospects brighter for the coming period since the Penn Challenger is supposed to take on a full crew this month.

William Rudd, a 12-year SIU-man who has been shipping out is now registered here and ready to ship out. He last sailed as an AB aboard the Steel Executive.

Charlie Horton, a fireman-water tender aboard the Alcoa Explorer had to sign off because of illness. Basilio Boschi, a 16-year Seafarer whose last ship was the Penn Challenger thinks she was a swell ship and hopes to make it back aboard when she comes out of drydock at the end of October.

Joseph Woolford, a Seafarer for 14-years, who last shipped out aboard the Keva Ideal and is now registered here and looking for a foreign run.

Boston

Shipping has been on the slow bell here, but is expected to pickup shortly.

Michael "Big Mike" Gison just got out of drydock and will grab the first job on the board. He last shipped out on the Miami. Aubrey Parsons, a Seafarer for 25-years, just got off the Mankato Victory where he shipped as third cook and is glad to be home to spend some time with his family. Armon Ramos, a 23-year member of the SIU recently signed off the Miami in order to spend some time at home with his family.

Puerto Rico

Ruben Maldonado recently signed on the Mayaguez as an AB. Jose Cubano is back in town after a long trip on the Alcoa Runner which is now laid-up in Mobile. The Alcoa Runner is expected to be fit-for-duty in a few weeks.

Savage Retires



Joseph W. Savage picked up his first regular \$150 monthly SIU pension check recently at Norfolk hall from SIU rep. Richard Avery. Savage's last job before retiring was with Curtis Bay Company.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The Organized Labor Movement of Greater New Orleans sponsored a testimonial dinner to honor the Reverend Louis J. Twomey, S.J., Director of the Institute of Human Relations of Loyola University in New Orleans October 1, 1966.

Lindsey J. Williams, SIU Vice-pres., acted as general chairman of the testimonial committee. He commended Father Twomey for his many contributions in the areas of social and economic problems and racial understanding. Father Twomey has been a consistent friend of labor. In 1954 he appeared before the Louisiana legislature in opposition to that state's right-to-work law. His Institute of Human Relations has been instrumental in bringing harmony to local labor-management disagreements. In recognition of these efforts, organized labor in New Orleans honored Father Twomey.

Among the distinguished guests attending were the Honorable Hale Boggs, (D-La.), the Mayor and all city councilmen and most judges of the local courts. The affair was held at the SIU hall.

New Orleans

Two oldtimers seen around the hall frequently are Ernest Ohlsson and Fred Frederiksen. Ohlsson went on SIU pension five years ago. His last ship was the *Alcoa Pioneer* where he shipped as oiler. Frederiksen retired on pension four years ago. His last ship was the *Seatrail Louisiana*. Both pensioners relax with old friends in the hall, swapping tales and cups of coffee.

B. C. (Deacon) Jones came into register after returning from Oakland. The Deacon piled off the *Los Angeles* out there after making a few trips on her on the Okinawa run. Jones was an AB on the *Los Angeles*. Frank Charneco, recently off the *Del Aires*, is on an extended vacation. Frank is looking for another lover's run, preferably to Rio de Janeiro which he enjoys very much. Waiting for another Delta Liner is Malcolm Thompson. Thompson, just piled off the *Del Sol* and

wants to hit the South Atlantic again.

Mobile

Last off the *Alcoa Runner* as deck maintenance, Aaron F. Dickey is registered in group three



Ferguson

deck and watching the board for the right job. Dickey lives with his family in Pensacola, Florida. He has sailed in the deck department for over fifteen years. Back from Viet Nam off the *Citadel Victory Oscar E. (Don Q.) Ferguson* is taking it easy at his Richton, Miss. home. Ferguson looks forward to his next trip, and thinks he'll be ready to ship again in a week or two.

Ernest L. Odom, a real SIU oldtimer, has been sailing out of the port of Mobile since 1940. He



Nall

last sailed as deck maintenance on the *Alcoa Ranger*. Seafarer H. B. Boyd who makes his home in Mississippi just finished a long trip as oiler on the *Claiborne*. Alton Q. (Jack) Nall, recently got off the *Alcoa Ranger* to get some medical care.

Houston

B. E. Lowe, who ships in the steward dept., is in the Galveston USPHS hospital recovering from a broken leg. Lowe is anxious to get a good whiff of salty air again. Deckman Jerry Blain is looking for a feeder and a nice long trip. He says he wouldn't mind taking a Vietnam run.

Seafarer Greets Governor Hughes



New Jersey Governor Richard Hughes (left) is greeted by Seafarer Louis Cirignano, who served on organizing committee of testimonial dinner for Congressman Henry Helstoski (center). Helstoski, a Democrat from New Jersey's 9th District who is seeking re-election in November, has been a good friend of labor and of maritime.

U.S. Slaps Lien on Greek Vessel That Refused to Sail to Vietnam

A Greek freighter whose crew refused to sail last year with a cargo of military supplies bound for Vietnam has been attached by United States marshals and tied up in Newport News, Virginia in an attempt by the U.S. Government to recover the cost of loading, unloading and fueling the vessel.

The Greek-flag Milena P. was attached when it put into port at Newport News with a cargo of pig iron from Canada. Last year its Greek crew refused to honor a contract to deliver a 400-ton military shipment to Vietnam loaded at Tacoma, Washington.

The Government has filed suit in District Court in Newport News to recover \$65,962—the cost of loading, unloading and fueling the Milena P. at that time and making arrangements for a substitute carrier.

The Milena P. was just one of many foreign-flag vessels whose crews last year refused to carry U.S. military supplies to Vietnam when, because of its steady downgrading of the importance of the U.S. merchant marine, the Government sought out foreign-flag vessels to carry U.S. military supplies because the U.S. fleet had been allowed to deteriorate to the point where it could not meet the nation's emergency defense needs. The U.S. then started to pull ships of its reserve fleet to meet its defense needs.

Another favorite Government myth which was shattered by foreign seamen's refusals to sail with U.S. military cargoes was that American-owned runaway-flag ships are still under effective

control and available to the U.S. in time of need. It became obvious that once a vessel is flying a foreign flag and manned by a crew of foreign nationals, there is no way of maintaining effective control over it.

Because of the lack of sufficient U.S. tonnage to meet defense needs and the inability to find foreign-flag ships, the Government was again forced to fall back on the old, World War II tonnage

in the U.S. reserve fleet. Many of these vessels have been reactivated or are in the process of being reactivated.

For the most part however, they are old, slow vessels of relatively small carrying capacity. In addition, the cost of reactivation is high due to the age and deterioration of the machinery. And we are now scraping the bottom of the barrel of even these inadequate ships.

Legislators Rap U. S. Ship Policy; Urge Massive Shipbuilding Program

(Continued from Page 2)

al waterborne commerce has never regained its pre-war status, but instead is at the lowest ebb in our history."

• "Only some 11 ships have been recommended in the budget for construction next year under the Merchant Marine Act of 1936. I understand this may even be reduced to nine and that the actual figure has not even been determined. Even Egypt has this many ships under construction."

• "The active Russian fleet as of June 30, 1965, was 1,261 ships totaling 8,628,000 deadweight tons compared to 954 privately owned ships of 14,665,000 deadweight tons. Russia had thus already exceeded us last year in active operating ships and will exceed us in total deadweight tons by 1968, if not much sooner."

• "We were (under the 1936 Merchant Marine Act) to have a merchant fleet capable of serving as a naval and military auxiliary in time of war or national emergency. Today we have a merchant fleet capability which is taxed to the limit to carry on even a relatively small conflict in Vietnam. . . . 161 U.S. flag ships have been or are in process of being broken out from the reserve fleet for operation under General Agency contracts.

"As a result there are only 34 Victory ships remaining in the reserve fleet, which are preserved and operational, and they are reported to be scheduled for reactivation for Vietnam. The 184 remaining Liberty's which are preserved and operational, are practically useless for modern military support."

• "We have been one of the biggest contributors to (the) unsavory (runaway-flag) condition. Tax avoidance and sub-standard wages have been so compelling an attraction that we have reduced our U.S.-flag fleet to a miserable seventh position in the world in the process."

• The Louisiana Senator added that it seems unbelievable that such object proposals as contained in the Interagency Maritime Task Force Report could have been promulgated in view of the depressed state of the U.S. merchant marine. He declared that "our worst enemies" could have hoped for no greater degradation of U.S. maritime strength, and described the report as "truly a Blueprint for Disaster."

"It can only be hoped that the basic guidelines of the President's Advisory Committee Report will be adopted and implemented with dispatch. It is already much later than we think."

House Committee Bill Asks Voice In MARAD Allotments

(Continued from page 3)

II, however, such matters as the transfer of the Administration of the maritime functions to the Department of Commerce, the denial of the availability of the construction revolving fund, and other self-imposed limitations have had the practical effect of placing the operations of the agency on a strictly annual basis.

"In view of these developments, it has become increasingly clear to your committee that if it is to exercise and maintain its legislative responsibility over our maritime policies and programs, we must review such policies and programs annually and make specific legislative authorization for the use of appropriated funds for such major items of expense as those covered by this bill. Through such annual review and authorization your committee believes a genuine service can be rendered to both the Congress and the Maritime Administration in the evaluating and carrying out of the maritime programs.

"Your committee has gone into this matter thoroughly, having had both informal meetings with officials of the Department of Commerce and Maritime Administration and public hearings to which all interested parties were invited to attend.

"While the Department of Commerce/Maritime Administration felt the legislation might mean extra work and cause delay in the enactment of appropriation legislation, they presented no convincing arguments in opposition to this legislation. A report from the Bureau of the Budget expressed similar views.

"Our experience with annual authorizations for the Coast Guard within the past several years is such that the arguments relative to extra work and possible delays are not significant.

"Labor and management witnesses representing all segments were in full accord with the objectives of this legislation."

UN Units Propose Improved Shipboard Medical Aid Plan

Seamen who become sick or injured at sea will have a better chance of receiving prompt and proper medical treatment in the future under a proposed medical assistance plan called Coordinated Scheme for Medical Assistance to Ships at Sea.

The plan is the result of five years of study by the International Labor Organization and the World Health Organization of the United Nations. The proposal is now being placed before the world's seagoing nations for approval.

Its planners hope the new method will simplify and coordinate the three existing forms of medical aid at sea — the ship's medical guide, medicine cabinet, and methods of getting medical advice by radio.

The newly devised medical guide gives a basic knowledge of the broad aspects of medicine, allowing for effective first aid and practical treatment over a long period of time when necessary. In addition, the contents of the ships medicine cabinet have been expanded and updated.

Of prime importance to the new system however, is the revision of the international code of signals. The new code has 600 different sentences, grouped for finger-tip reference, in three sections—one for the ship's master, one for the replying doctor, and one for phrases common to both.

Most important, the message will be transmitted by number in this way overcoming language barriers.

The Great Lakes

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

Your Secretary-Treasurer has received official notification from the elected candidates advising that they are accepting office as per Article 13, Section 10, of our constitution. Roy Boudreau, Assistant Secretary-Treasurer; Stan Wares, Buffalo Port Agent; Donald Bensman, Duluth Port Agent; Scottie Aubusson, Chicago Port Agent; Floyd Hanmer, Frankfort Port Agent; and Fred J. Farnen, Secretary-Treasurer, having received the highest number of votes, have been declared elected. In order to best serve our membership, your Secretary-Treasurer has asked the membership to approve the following recommendations:

Assistant Secretary-Treasurer, Roy Boudreau, will remain in the port of Buffalo to carry out the functions of the Port Agent's job, in addition to his other duties. Stan Wares, elected agent for the port of Buffalo, will remain in Cleveland and the Cleveland hall will be kept open in order to better service our membership in that area. Donald Bensman, elected agent for the port of Duluth, will continue to work here in headquarters and the Toledo area.

On Thursday, September 20, 1966, we attended a dinner sponsored by the Political Action Committee of the Buffalo Port Council, Maritime Trades Department

AFL-CIO. Over 500 unionists attended, including SIU President Paul Hall, ILA President Teddy Gleason, Anthony Scotto, President Local 1814, ILA and many other representatives of maritime labor. Hall rapped the present administration and Defense Secretary McNamara for mishandling the shipbuilding program in the United States.

Our protest to the ICC over the grain schedules proposed by eastern railroads on grain and feed from the midwest to the east was successful as the new schedules were suspended entirely by the Interstate Commerce Commission. The Interstate Commerce Commission appeals board reversed an earlier action okaying some of the rates. The railroads must now hold the tariffs in abeyance during the statutory seven month investigation. Had the new tariff been allowed, many ships in the grain trade would have been forced to lay-up.

THE INQUIRING SEAFARER

What are the roughest waters you have sailed? (Asked at the New Orleans Hall.)

Ramon Rogue: Sailing in the North Atlantic any time between September and December is rough. That's about the roughest waters that I have seen. I have never been seasick in my twenty odd years at sea, but one trip on the North Atlantic brought me pretty close. It was so rough that all we could eat was sandwiches.

Otis Harris: One trip I took on the North Atlantic, my first trip, was during a cold January. We ran into a storm and I fell and fractured my back. On top of that I was plenty seasick. I was so sick that I could hardly keep anything down. There was no sleeping during that storm either. The continuous tossing and yawing kept you slipping and sliding in your bunk. Even tying yourself in didn't help.

Alexander Martin: I think that the Straits of Magellan are the roughest waters in the world. Not only is it rough, but the whole place is strange to boot. The sun goes down about 10 p.m. and comes up at 2 a.m. And all over the place you see hundreds and hundreds of albatross. You know that that's bad luck for seamen.

Bobbie Spears: Looking back I think that the worst seas that I can remember were on the North Atlantic, especially during the winter months of December, January and February. The thing that really bothers me is dodging icebergs in the fog. In the North Atlantic the icebergs haven't had time to melt and they are really whoppers.

Bertram Eckert: I was on the Olga when she broke down in a storm on the North Atlantic and that was the worst experience that I have ever had with rough seas. It was sometime in the winter, around November or December and the seas were very high. Hardly anybody was eating and everyone looked a little pale around the gills. A good sailor may not get seasick, but the North Atlantic will bring you awful close when she's going good.

Thomas J. Hilburn: Without a doubt the North Atlantic wins hands down. I don't think that there is a rougher stretch of water any place in the world. I think that nine out of ten seamen would agree on that. I remember one time on a crossing to Northern Europe that the seas became so rough that it was necessary to tie yourself in your bunk.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From Sept. 23 to Oct. 6, 1966

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	9	1	0	0	3	31	3
New York	65	31	75	21	19	307	96
Philadelphia	11	8	0	0	2	37	17
Baltimore	25	15	28	11	1	155	35
Norfolk	7	9	9	3	2	20	13
Jacksonville	7	5	0	1	0	16	5
Tampa	1	3	0	1	0	10	6
Mobile	27	14	17	7	4	81	27
New Orleans	51	21	34	16	12	163	70
Houston	47	25	36	22	8	134	54
Wilmington	23	5	10	3	12	20	1
San Francisco	40	19	26	8	30	63	1
Seattle	42	24	21	15	31	29	1
Totals	355	170	256	108	124	1,070	329

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	2	0	0	5	12	2
New York	53	43	40	32	34	173	79
Philadelphia	6	1	1	0	1	19	7
Baltimore	26	20	24	10	2	79	36
Norfolk	9	9	6	6	3	27	13
Jacksonville	0	4	0	1	0	1	3
Tampa	2	1	0	1	0	11	2
Mobile	20	18	11	15	5	45	13
New Orleans	42	30	19	19	9	98	54
Houston	41	35	31	17	9	155	65
Wilmington	8	14	4	10	19	15	1
San Francisco	37	19	25	13	18	33	0
Seattle	18	8	17	8	19	13	1
Totals	266	204	178	132	124	681	276

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	1	0	0	2	9	3
New York	42	12	46	9	28	152	38
Philadelphia	4	2	3	1	0	21	14
Baltimore	26	15	11	8	5	91	26
Norfolk	6	8	2	3	2	17	32
Jacksonville	2	3	1	0	2	6	6
Tampa	1	3	0	0	0	12	5
Mobile	11	3	16	2	5	48	10
New Orleans	31	18	22	11	8	120	72
Houston	19	13	24	12	13	62	36
Wilmington	12	4	4	1	16	10	1
San Francisco	23	11	24	9	45	30	2
Seattle	16	3	16	2	27	13	1
Totals	196	96	159	58	147	591	246

Congressman Asks Business Support of Fleet

Strong U.S. Merchant Fleet Called Best Cure for Nation's Gold Drain

Utilization of the American merchant marine is the best means to halt the gold drain on the nation's economy Representative William S. Mailliard (R-Calif.), a ranking Republican member of the House Committee on Merchant Marine and Fisheries stated recently in a speech delivered before the National Association of Manufacturers.

The failure of the American businessman to control the routing of his own goods was a major factor in the chronic dollar deficit, he said and urged the American business community to follow the lead of foreign businessmen who use their own national shipping over American vessels. A "transportation tourniquet" was needed to arrest this persistent outflow of dollars. That tourniquet, he asserted is the American flag merchant marine.

He told the businessmen that "whenever you ship cargo on a foreign-flag vessel about 73 cents of every freight dollar goes outside the United States. If, on the other hand, you ship on American-flag vessels about 77 cents of every freight dollar is retained in the American economy."

He pointed out that less than 20 per cent of American businesses are in foreign trade and that at least 80 per cent of these firms ship their goods on an F.O.B. (free-on-board) basis, dropping control over routing to foreign buyers who normally fa-

vor using their own merchant marine.

He urged that American businessmen sell their goods abroad by quoting total costs to their customers — which would allow control over how goods are shipped. In this way they will be free to use American-flag ships.

By 1985 American foreign-trade is expected to grow to about \$60 billion a year. This, he said, was an encouraging sign but disturbing also when we consider how "we have allowed ourselves to become too heavily dependent

upon foreign-flag shipping to transport this growing trade."

Twice in the past 15 years—during the Korean and Vietnamese conflicts—the Government has had to rescue American importers and exporters from skyrocketing shipping rates by reactivating reserve fleet ships, he said.

"But you cannot expect these reserve fleet ships—which were built more than 20 years ago for World War II—to be available much longer to pull our chestnuts out of the fire," he concluded.

SIU WELFARE, VACATION PLANS August 1 - August 31, 1966

	Number of Benefits	Amount Paid
Hospital Benefits	5,072	\$ 52,654.24
Death Benefits	26	59,139.30
Disability Benefits	920	138,000.00
Maternity Benefits	34	6,800.00
Dependent Benefits	486	98,401.39
Optical Benefits	795	11,893.35
Out-Patient Benefits	4,147	32,103.25
Vacation Benefits	1,545	540,351.83
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD	13,025	\$1,039,343.36

ILO Ottawa Conference Adopts Manpower Program

OTTAWA, Ont.—The 8th Conference of American States Members of the International Labor Organization at its closing session here unanimously adopted a program for worldwide utilization of human resources known as the Ottawa Plan.

At the same time the delegates approved a proposed program for Social Security reform urging the ILO to intensify its activities in this area in the Americas and to coordinate the steps being taken by other international organizations.

Representatives of 19 nations participated in the meeting, the first held in Canada. United States' workers were represented by Rudy Faupl, a member of the ILO Governing Body and an international representative of the Machinists. His advisers were Director Bert Seidman of the AFL-CIO Department of Social Security and Morris Paladino, assistant to the administrator of the American Institute for Free Labor Development.

The human resources plan was approved in the form of two resolutions. The first laid down general principles and suggested measures for a long-term manpower planning and development program. The second called for the launching of an urgent, practical program to apply these principles, with emphasis in Latin America and the Caribbean nations and with the ILO acting as a coordinator.

Faupl in a speech maintained that only trade unions—"free of domination by employers and free of control by the state"—can exercise a "meaningful and effective role in social and economic development."

He voiced sharp criticism of Cuba, where, he said, "the trade union's job is to enslave workers in the speedup and define their obligations, since they have no rights." Orestes Ibanez Isaac, external relations secretary for the Cuban Sugar Workers Union, responded with such a bitter personal attack on Faupl that some delegates pounded their desks in protest and cried for order.

Canadian Labor Minister J. R. Nicholson, conference chairman, ordered Ibanez to leave the subject but the Cuban continued in the same vein until George P. Delaney, International labor relations adviser in the State Department, angrily charged to Nicholson's table behind the podium, and demanded that Ibanez's tirade be halted.

When Ibanez finally finished, Seidman denounced his "unbridled personal attack" on Faupl and urged the delegates to ignore it. Other delegates also defended Faupl.

A total of 151 delegates and technical advisers representing governments, workers and employers participated in the conference. Also present were 90 observers from other ILO member states.

LABOR ROUND-UP

Delegates to the 63rd annual convention of the Stereotypers & Electrotypers union took a second step toward merger with the Lithographers & Photoengravers when they voted to send a merger plan to referendum. The members of the Stereotypers and Electrotypers authorized their officers to explore merger possibilities at last year's convention. The merger would unite all union platemakers into a single organization of 64,000 members—the Graphic Arts International Union.

Al Bilik, president of the Cincinnati AFL-CIO, has announced that, effective October 21, he will resign to become assistant to President Jerry Wurf, of the State, County and Municipal Employees, with headquarters in Washington, D. C.

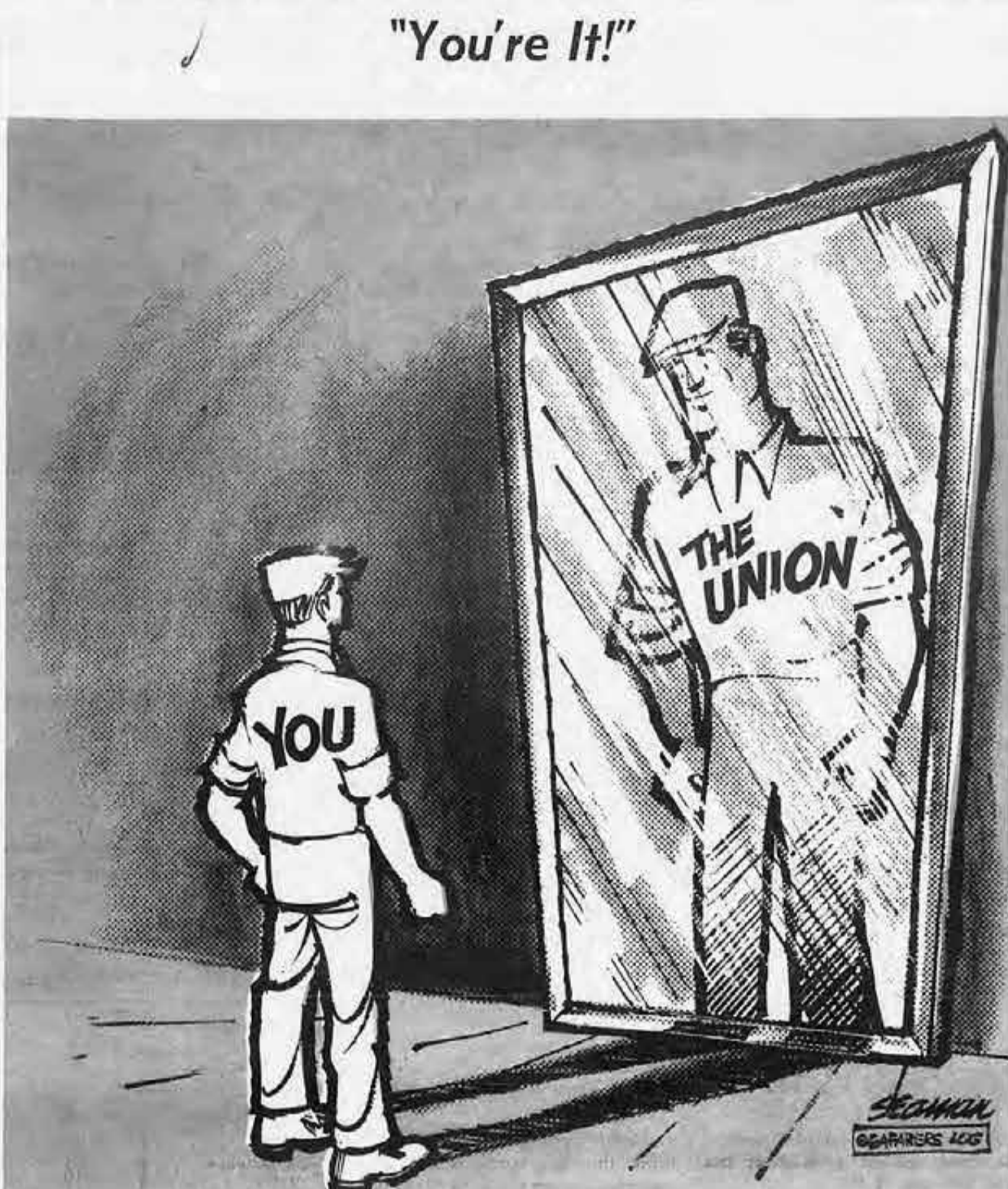
The Communications Workers of America have reached an agreement with the Ohio Bell Telephone Co., for 17,000 CWA-represented employees. The contract, which union spokesmen say, provides wage and fringe benefits valued at more than 7 percent, is retroactive to Sept. 11 and includes pay hikes of as much as \$11.50 per week for some employees.

Workers at the T&W Clothing Co., Harriman, Tenn., recently voted for the Amalgamated Clothing Workers of America, 357-228, after a seven-month union organizing campaign. The election victory followed another successful drive in Russellville, Ala., where

the ACWA won a National Labor Relations Board election, 182-94. ACWA Vice President Charles English said both campaigns were "typical southern organizing campaigns" complete with discharges and terror tactics by management.

William H. Rohrberg, veteran secretary-treasurer of the Painters Union, died at Toronto General Hospital on Sept. 18. He had been attending a session of the union's executive board when he was stricken with a heart attack. Rohrberg, a union member since 1922, served as business agent of Local 460 at Hammond, Ind., for 14 years. A former president of the Lake County Building Trades Council and former president of the union's Indiana State Conference, he joined the international union staff in 1941, and was first elected secretary-treasurer in 1952. Rohrberg, who was 64, is survived by his wife, Helen, two daughters and two sons.

The Sheet Metal Workers have defeated an attempted raid by Teamsters at the Carnes Corp's Wisconsin plant. Earlier this year the Sheet Metal Workers signed a labor agreement with the Carnes management which recognized the AFL-CIO union as the legitimate bargaining agent for Carnes' employees after a check of union authorization cards. The Teamsters objected to the results and a special election was held under NLRB auspices to find out which union the employees preferred. The Sheet Metal Workers won by a 209-105 vote.



The Road Ahead

The SIU observed its 28th birthday this month and the intervening years have brought gains in the areas of wages and seamen's welfare that were unthought of when the Union was first founded.

The Union has won tremendous gains in wages and welfare benefits over the years. This is not just something that occurred as a stroke of good fortune. It is the result of a unified effort by Seafarers who supported their union on the picketline, at the contract table, and on the legislative front.

There is however, still much to be done. The path that the SIU will take in the years to follow, as it has in the years that have past, is a result of its members dedication to the principles of trade unionism.

U.S. Leads In Ship Scrapping

Lloyd's Register of Shipping, the statistical bible of the maritime world, has released a report confirming a hard, cold truth concerning the decaying state of the American merchant marine.

Bloc obsolescence—the rapid deterioration of huge numbers of merchant ships at once—is critically affecting America's standby and commercial fleet. War-built ships constructed in bloc units on an emergency basis during World War II are now wearing out at the same time.

Twenty years of indifference has placed the American-flag fleet on the danger list. Each year the nation's fleet drops another notch below other major world maritime powers. Recently we have begun to slip alarmingly and the drain on both the commercial and reserve fleet is beginning to increase due to the Viet Nam conflict and the scrapping of ancient ships at an unprecedented rate.

The union can only be as good as its members want it to be and the progress of the SIU through the years is an indicator of the dedication and devotion of its members.

Contrasted with the seaman of 30 or 40 years ago, Seafarers now enjoy a decent wage to provide for themselves and their families. Complete health and welfare protection is provided for the Seafarer and his dependents. Vacation pay, pensions, a scholarship program, are but a few of the many benefits that unionism has brought to the Seafarer. And they enjoy the maximum in job security.

The Union's accomplishment can be measured by its membership participation in its activities. Because, in the final analysis, the Union is the membership.

The number of ships that the United States was forced to scrap last year was the highest of any mercantile power and much more than the number scrapped last year. In 1964 the nation scrapped some 131 ships of 856,427 gross tons. Last year nearly a million tons of merchant shipping was sent to the smelters because they were too old and worn.

The Lloyd's report also points out that Liberia, a favorite runaway haven for American shipowners trying to avoid U. S. safety and manning regulations, is the country which lost the most vessels of any maritime nation due to accidents.

If nothing else the report points to a desperate need for a swift revival of the nation's commercial and reserve fleets. We need ships to insure our economic well-being and strengthen our defense capabilities. The Lloyd's report provides an accurate picture of the debilitated state of the U. S. merchant marine.

Party in White House Loses Seats In Congress in Off-Year Elections

Election Year	Elected		Gains/Losses		President & Party in White House
	Dems.	Reps.	Dems.	Reps.	
1934	322	103	+ 9	-14	F. D. Roosevelt (D)
1938	362	169	-71	+80	F. D. Roosevelt (D)
1942	222	209	-45	+47	F. D. Roosevelt (D)
1946	188	246	-55	+56	H. S. Truman (D)
1950	234	199	-29	+28	H. S. Truman (D)
1954	232	203	+19	-18	D. D. Eisenhower (R)
1958	283	154	+49	-47	D. D. Eisenhower (R)
**1962	258	176	- 4	+ 1	J. F. Kennedy

*Only off-year election this century when party in control of White House actually gained seats in Congress. Proves the tradition can be reversed.

**Slight loss of House seats by Democrats occurred for unique reasons. In winning narrow victory for Presidency in 1960, Democrats at same time lost 21 seats in the House.

The chart above tells the story in a nutshell: The party in control of the White House usually loses congressional seats in a non-presidential election year.

Over the past 60 years, the average loss has been 37 seats in the U.S. House, five in the Senate.

Losses this high in 1966—or any sharp loss of liberal legislators—would kill progress and

doom chances of passage of progressive laws like those enacted in the past two years—medicare, social security increases, aid to education, voting rights, war on poverty, job-creating programs, pollution control and others.

Yes, off-year losses are a tradition. But tradition can be reversed in 1966—as it was in 1934—if you, your friends and family members register and vote and support liberal COPE-backed candidates.



The prime achievement of the 89th Congress was the passage of Medicare legislation, which relieved the nation's older citizens of the crushing burden of skyrocketing hospital and medical costs.



The nation's youth benefited from legislation such as federal aid to education and job training, passed by the 89th Congress to help assure young Americans of a happier, more productive future.

**NO
'OFF-YEAR'
for the
VOTER!**

THE 89th Congress of the United States has already assured itself a place in our nation's history as one of the most productive Congresses ever in terms of progressive social legislation.

When conservative Republican Barry Goldwater led his party down to one of the most disastrous political defeats in American history, he unwittingly set the stage for a congressional Renaissance. In district after district, young liberal Democrats defeated conservative incumbents for congressional seats.

When the final tally was in, more than 50 freshman liberal Democratic congressmen had been elected. The makeup of the House of Representatives stood at 294 Democrats against 139 Republicans. The Senate rollcall showed 67 Democrats vs. 33 Republicans. Democrats held 33 Governors' chairs against 17 Republicans.

The scene was set for breaking a log-jam of conservative opposition which had for decades been holding back passage of much needed and long overdue progressive legislation. The 89th Congress was responsible for the passage of legislative programs benefiting all the American people—the elderly, the young, the poor, the disadvantaged, city dwellers, farmers, minorities, workers.

Many long needed progressive programs have been started but are not yet completed. Many other important programs are still in the planning stage. The upcoming off-year election is crucial to the future of these programs—to those already begun and to those being planned.

It is traditional in the United States that the majority legislators—in this case liberal Democratic Congressmen—lose an average of 37 seats in the House and five in the Senate in non-Presidential election years such as this. This loss usually has nothing to do with their voting record, but often reflects instead apathy on the part of those voters who support their policies, but tend to let matters slide and don't get out and vote. If this happens this year and a substantial number of the progressive young legislators are defeated, much of the legislative progress they have already begun will be undone by the incoming conservatives and further important progressive legislation won't have a chance of passage.

The accomplishments of the liberal Democratic legislators who make up the 89th Congress are many and varied. They include:



The liberal 89th Congress did not forget the American farmer, who benefited from legislation to provide direct payments in subsidy programs and loans to small farmers under the Poverty Program.



The Voting Rights Bill, passed by the 89th Congress because of the strong support for this long-overdue legislation displayed by the liberal freshman Congressmen, helps assure American minorities in every area of the nation of their right to register and vote. By exercising their ballot they can help shape the future of the U.S.—in which they can play a productive role by exercising the rights and duties of full citizenship.



This is where it all began, with President Johnson's State of the Union message in January, 1965, delivered to the most liberal Congress in years because of the election of more than 50 liberal freshmen in the landslide Johnson victory of 1964. The President urged the legislators to act on a long list of urgent national needs, and the 89th Congress responded by writing a record of progressive achievement unmatched in history.



The problems of the cities, such as urban renewal, rapid transit, air and water pollution, etc., were attacked both through legislation and the new Cabinet-level Dept. of Housing and Urban Development.

Medicare

For older Americans, who were virtually ignored by previous Congresses, the finest achievement of the 89th Session was passage of Medicare, a program of hospital care for all persons over 65. Under this program an elderly American in need of hospital care, but usually unable to afford the skyrocketing costs of hospitalization, is entitled to 90 days hospitalization; 100 days post-hospital care; 100 post-hospital home visits by a nurse, therapist or health aid; 190 days of psychiatric care; and various outpatient diagnostic services.

Under the optional Plan "B" of Medicare, the elderly, for a fee of \$3 per month, can receive payment of physicians' or surgeons' fees in hospitals, home, or office; 100 home health visits a year; diagnostic X-ray and laboratory tests, plus X-ray, radium and other types of therapy; ambulance services; surgical dressings and devices such as iron lungs and oxygen tents.

In addition the 89th Congress took note of the disastrous effects which a steadily climbing cost of living was having on the nation's elderly—who live for the most part on very small, fixed incomes. Social security benefits were boosted and the earnings limit was raised for those oldsters still able to work part time to aid their own support. Finally, pension provisions were liberalized for widows, the disabled and dependents of retirees.

Aid to Education

For the young, the 89th Congress provided the first major program of federal aid to education. Aid to the nation's grammar and high school programs help guarantee the best possible schooling for American youngsters. Through such legislation as the National Defense Education Act, federal scholarships and low-cost loans have opened the doors of College education to any American boy or girl who can qualify scholastically, regardless of ability to pay. Furthermore, to help raise the scholastic level of children from poor or disadvantaged families so they too can someday reap the benefits of a college education, special education programs have been instituted to give poor children a head start toward adequate schooling. In addition, a Neighborhood Teachers Corps has been formed for special work in low-income areas.

In the entire field of education, the 89th Congress has taken the lead in providing the best possible educational opportunities for all Americans.

War on Poverty

For those Americans who remain outside the nation's general prosperity, trapped in the vicious circle of poverty-ignorance-poverty, the 89th Congress placed its full legislative support behind the Administration's War on Poverty. Programs were passed to aid the poor on many levels, such as job training for the young through the Youth Corps and job retraining for adults to enable them to upgrade their skills and utilize their potential to the fullest. The improved minimum wage legislation recently signed by the President is designed to raise the wages of many low paid American workers.

Many of the programs enacted by the 89th Congress serve in more than one area of national need, however. Federal aid to education for instance, will help many future Americans achieve the education and skills necessary to lift themselves from the poverty level to play a full, productive role in American society.

The Voting Rights Act of 1965, with yet to be passed improvements, will help to serve the same end by assuring American minorities the right to register and vote.

Urban Problems

In addition, the 89th Congress has turned its attention to solving the many special problems of cities. With more and more Americans moving to urban centers each year, the problems the cities must face have grown to vast proportions—yet almost every past Congress remained basically rural-oriented. The 89th recognized this growing problem and supported a new cabinet-level Department of Housing and Urban Development to help the cities solve some of their most pressing needs—such as rapid transit, additional community facilities and increasing air and water pollution.

While turning long-needed attention to the growing problems of the cities, the 89th Congress did not forget the nation's farmers. A shift toward direct payments in subsidy programs proposed by the 89th is designed to give a better deal, in today's complex economy, to the men whose toil in the fields has made the United States the best-fed nation in the world and has even produced surpluses to aid needy and underfed in other countries.

It is because of this brilliant, progressive voting record compiled by the 89th Congress, that the upcoming off-year elections take on added meaning for

the American people. Much good work has been started but not yet completed. Legislation to repeal anti-labor Section 14B of the Taft-Hartley Act, for instance, was passed by the House but blocked in the Senate. The fight for repeal must and will continue. Stronger legislation in the area of civil rights is still badly needed and it will take a liberal Congress to enact it.

Most of the freshmen liberal Congressmen who made the 89th Congress what it was, were elected from previously conservative districts by close margins—I won by 55 percent or less of the total vote in 1964. The right wing conservatives have already begun a concerted, well-financed campaign to regain these seats and win a majority in Congress or win back enough seats so that liberal legislation will not have a chance of passage.

The defeat of only a relatively few of the freshman liberals by right wing conservatives would be enough to achieve this goal. A few examples of how close the voting was in the 89th Congress on major legislation is illuminating.

- A move to hatchet the Medicare bill was rejected by the House 239-191 on April 8, 1965. But a switch of only 23 votes would have sent the bill back to committee and ruined it. The stand taken by the freshman liberals saved the Medicare bill.

- The 14B repeal bill passed the House 221-203 on July 28, 1965. A switch of only 10 votes would have meant defeat of this labor-backed proposal in the House.

- A motion to recommit the poverty bill was rejected by the House 227-178 on July 22, 1965. A switch of 25 votes would have buried the bill in committee.

There are many more examples. In most cases a switch of less than 30 votes in the House would have been enough to prevent passage of progressive legislation.

However, unless the American voters rally-round the freshman liberal Congressmen this November, those important votes may be lacking in the next Congress and progress will again take a back seat to the retrenching of the conservatives. Statistics for the past 60 years show that in off-year Congressional elections the party in power loses an average of 37 seats in the House and five in the Senate. It is up to the American voter to make sure that this does not happen this year.



Hitting the deck during membership forum was Seafarer Bernard Fimovic, who ships in deck dept.



Of, by and for THE MEMBERSHIP



Coverage under SIU Welfare plan was the subject of a question asked by deckman Larry Schroeder.



Nick Lekkas, who ships in the deck department, asked about purpose of union's COPE activity.

The Seafarers Membership Forum is once again being conducted at headquarters and at other SIU ports. The Forum, which was temporarily suspended to enable the Union to adjust to the heavy demands of the Vietnam sealift, is held five days a week and covers topics that include the Union constitution, contract provisions, union welfare benefits, trade union history, the union's fight on the legisla-

tive front to strengthen the U.S. merchant marine and other items of topical interest. Membership Forum bulletins will be mailed from headquarters to all SIU vessels. The bulletins will contain suggested topics of discussion for shipboard meetings geared to the interest of Seafarers as union members and citizens. Seafarers are urged to participate in the forums at the union hall and aboard ship.



George Ferago, who ships in the deck department, asked for information on the Union Pension Plan.



William Morris, deck, was active in daily membership forums and hit deck on a variety of areas.



Daily meetings held at headquarters were attended by many Seafarers waiting for job call. Topics discussed included SIU welfare benefits and Union constitution.



Seafarers' Membership Forum was held in Union shipping hall due to steady flow of jobs posted on shipping board to meet increasing demands of the Vietnam sealift.



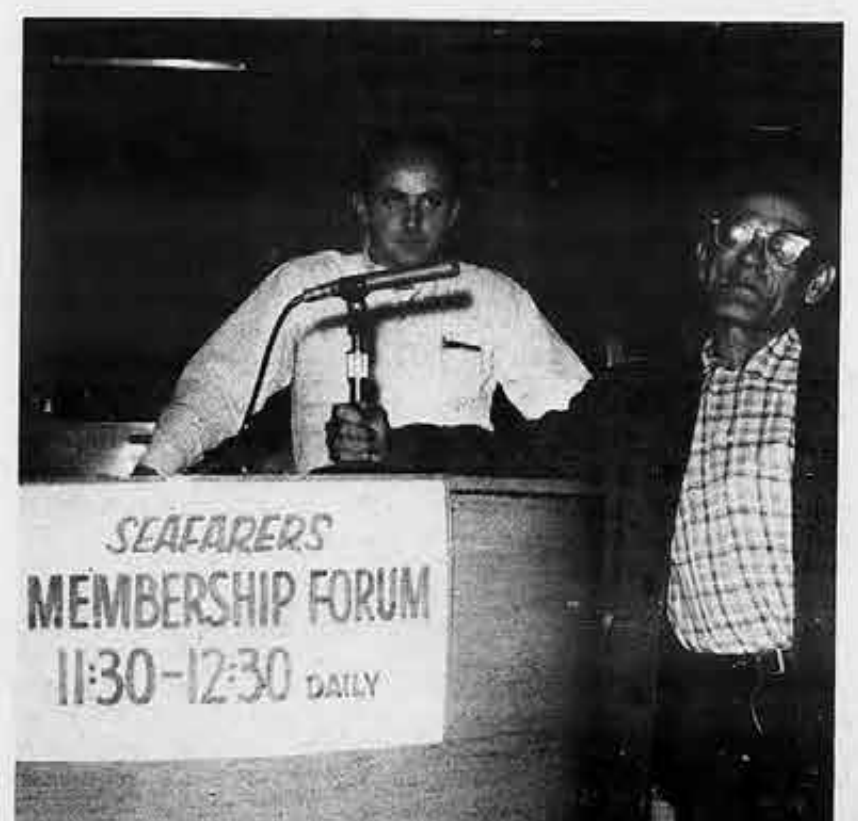
Coverage under SIU Welfare Plan was the topic of the question discussed by Seafarer G. Meltzer.



SIU rep. George McCartney answers question on seaman's use of USPHS facilities put to him by Seafarer Joe Shefuleski, who joined the SIU in 1947 and ships in deck department.



Seafarer Everett "Tony" Delande who ships in the engine department, asked about COPE activity.



Seafarer Santiago Rosario (right) took the mike to ask about interpretation of section of the SIU Tankship Agreement, SIU rep. Dick Hall stood by to offer assistance on contract question.

Congratulates SIU On Anniversary

To The Editor:
It has been brought to my attention that October marks the Twenty-Eighth Anniversary of the Seafarers International Union, which was founded in 1938 at an organizational meeting in Houston, Texas, with representatives from the Atlantic and Gulf regions attending.

I am also informed that the first SIU Headquarters was established in New Orleans and later moved to its present Headquarters in New York City. I desire to extend my congratulations to you and the SIU for your dedication to men of the sea and wish you continued success.

I hope that the SIU will, for many years, remain one of the major shipping unions of this nation.

With personal regards and best wishes, I am

Walter B. Hamlin
Associate Justice
Louisiana Supreme Court
New Orleans

LETTERS To The Editor

Steel King Crew Did Top-Notch Job

To The Editor:
I wanted to say a few words about the Seafarers on the Steel King.

This is a good ship, on a good run, with a very good crew. The Steward department is topped by W. H. "Red" Simmons and doing a good job all the way. The Engine room crew is also tops. The Deck department crew is one of the best on any ship. They are always ready to lend a hand at all times. Top-side is OK all the way. The ship has been on the East Coast, Gulf and Hawaiian run.

P. J. "Dusty" Douzat, Jr.
Ship's delegate

New Safety Rules Hailed By Seafarer

To The Editor:
The SIU has made a major step forward in safety at sea with the new safety rules to protect seamen from the dangers of toxic fumes.

As a seaman, I know what these fumes can do in the way of lung damage, skin burns and damage to the eyes. I know that all Seafarers who sail on Sea-Land ships in the future will have the feeling that all possible safety precautions have been taken. I hope all companies that ship containers will follow the example of Sea-Land and set up strict safety rules.

Paul Johnson

Urges Seafarers To Get Out The Vote

To The Editor:
With the elections coming up this fall, I hope all Seafarers and their families realize the importance of voting.

It is up to us to make sure that friends of labor and the maritime industry are elected.

In spite of the 1964 debacle, the right-wing reactionaries are still posing a threat and hope to unseat liberals. We in the labor movement must make certain to do our part to keep those people in Washington who are voicing their support for legislation essential not only to a strong maritime industry but to the nation as a whole.

Pat O'Hara

Has Praise For USPHS Physician

To The Editor:
I have been disabled since 1957, and was discharged as an out patient from USPHS Hospital in San Francisco in 1959.

I would like to express my praise and thanks to my former USPHS doctor, Dr. Robert C. Colvin, Newburgh, Indiana. He has pulled me through some rather serious times. My new doctor is Dr. Victor Johnson who has recently taken the USPHS out-patient responsibility.

J. H. Berger
Evansville, Ind.

See 'Packaging' Bill Weakened

To The Editor:
I was sorry to see the way the new "truth-in-packaging" bill has been handled, pretty on the outside but vastly reduced in effectiveness on the inside.

Representative elected to serve the people, did not have our interests at heart when they accepted the compromise which was arrived at in the Senate. Consumers, who have frequently been used as marketplace dupes, need the protection which a strong bill would have offered.

I think all Seafarers and their families should write their Congressmen and let them know they are unhappy with this compromise of the interests of all consumers.

Leroy Benton

Log Feature Brings Praise

To The Editor:
The article "Nowhere To Go, But Union," published in the Seafarers Log of September 2, 1966 is one of the most striking and illuminating one I have ever read about the American farm worker.

If the executive board gives me permission I would like to translate it into Spanish and have it delivered to our own farm workers. I am a lawyer practicing labor law here in Puerto Rico.

Jesus Hernandez Sanchez

Widow Expresses Gratitude To SIU

To The Editor:
I am writing to tell you of my sincere appreciation and gratitude for all you have done for me and my late husband, Captain Benjamin Baum.

I shall never forget the kindness and thoughtfulness that your wonderful union has extended to us. Thank god for a Union such as yours. May God bless and keep you all. Thanking you once again.

Mrs. Benjamin Baum

From the Ships at Sea

Meeting Chairman Seymour Heinfling of the Beaver Victory (Bulk Transport), reports that Lionel Antoine has been elected new ship's delegate. Heinfling reports that each Seafarer has been requested to donate 50¢ to the ship's fund. Crewmembers have been asked to make sure they get their clothes

off the lines as soon as they are dry. Meeting Secretary Eugene Ray writes that except for a beef about launch service in Manila, everything is going along smoothly. Ray suggested to fellow Seafarers that the water-fountain in the crew's messroom be moved to the passageway. Ray said the crew has ordered a dozen fans and the ship's fund totals \$13.50. The vessel, currently on the Viet Nam run, will be paid off in San Francisco.



Antoine

Stanley Freeman did such a fine job as ship's delegate that the crew of the Del Aires (Delta) asked him to stay on. Meeting Chairman D. Worrell reported. According to Worrell, the ship has \$2.70 in the ship's fund. A new washing machine was put aboard in Houston. A few minor beefs were settled at a meeting with the patrolman in New Orleans.



Freeman

Dominic DiMalo, ship's delegate on the Del Mundo (Delta) reports the ship won the company safety award last trip and the crew received \$100 in prize money. Ship's treasurer Michael Toth reports that there is a total of \$29.87 remaining in the ships fund. A vote of thanks was extended to the Steward department for their excellent menus and service.



Toth

The recent voyage of the Lucile Bloomfield to Viet Nam had a special significance to James Messec, Sr. of the Engine department. His son, James Messec, Jr., is a private in the Army and stationed at Camp Bravo, Viet Nam. Seafarer Messec is an 11-year SIU veteran and is



Messec

very proud of the role that his son is playing in the nations defense. Meeting Chairman Sam Drury reports some disputed overtime but no serious problems. Meeting Secretary Roy Barker writes that one seaman was taken ill in Manila, another in Viet Nam. J. Messec Sr. and J. Messec Jr.



Whalen

Ship's Delegate Joseph Whalen reports that the barbecue party on the Del Mar (Delta) was a huge success. Nothing like good food and drink to keep a crew in good spirits he reports. Fellow crewmembers gave Joe a big hand for the fine job he did organizing the party. George Annis, meeting chairman reports. A report was read concerning the state of the ship's fund. The movie fund totals \$344.51, the barbecue fund \$42.10 and the deck fund totals \$133. The engine fund shows \$36 in the till and the Steward fund reports a total of \$75.



Torres

Meeting Chairman James Smith reports from the Producer (Marine Carriers) that money from the ship's fund was returned to the crew because of dry-docking. The recent trip was a good one. Herbert Weich reports. Weich served as meeting secretary and treasurer and he reported \$23 in the ship's fund. Jose Torres, third cook, was hospitalized in Aden. The ship will be paying off in Baltimore.



Reiss

Crewmembers on the Raymond Reiss (Reiss) are busy fixing the two television sets. Meeting Chairman Carl Shircel writes. Meeting Secretary Gary Loomis reports that Walt Brecher was elected Deck delegate. Bob Stewart, ship's treasurer, reports that there is \$8.50 in the ships treasury, after expenditures for flowers and phone calls. Seafarers requested a copy of the new vacation plan

from Headquarters. The Steward department asked that each Seafarer try and get to the galley for dinner as soon as possible. The trip is a good one with no beefs.

Sam Pappas has taken on the added duties of ship's treasurer on board the Del Rio (Delta). He has been meeting chairman during the recent voyage. Sam's first order of business was to report a total of \$25.10 in the treasury. Pete Piascik, meeting secretary, reports no beefs and everything running smoothly.



Piascik

Bill Kaiser, meeting secretary on the Del Norte (Delta) reports the crew received \$20 from Eli Zubatsky of the Steward department for the seventh arrival pool. The movie fund benefited by \$5 from the raffle of Frank Ploppert's record player. Meeting Chairman Robert Callahan reports a suggestion from August Panepinto that buckets and pots full of water should be put in the fish box and meat box for ice. It is the Steward department's turn to furnish the ship's delegate and Albert Estrada was elected to handle the job.



Ploppert

A vote of thanks was extended to the Steward department of the Penn Exporter (Penn) for the fine job they did in keeping the crew happy. Meeting Chairman R. O'Rourke reported. The crew showed fine seamanship. Markris writes. One man from the Deck department was taken off the ship due to injury, but otherwise it was a very fine trip. The payoff was in New Orleans.



Markris

Happy Birthday



A birthday party was held for Salon Messman Harry Schorr aboard the Cabins, recently. Although Harry wouldn't tell his age, Seafarers said it was a good party anyway. Eyeing the cake are Harry, William Ezell, Frank Fisher, and Curtis Veazie.

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

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SIU Lifeboat Class No. 161 Casts Off



Successful graduates of SIU Lifeboat Class No. 161 assembled for their picture after completing lifeboat training course at Harry Lundeborg School of Seamanship. Latest batch of lifeboat ticket holders includes (bottom row, l-r): John Whiting, Russell Nixon, Rossario Presto, and Thom Ramirez. Standing (l-r) are: James Smith, James Tobin, Art Donnally, and instructor Arni Bjornsson.

SIU ARRIVALS

Rhonda Fay Edwards, born August 19, 1966, to the David Edwards, Mobile, Alabama.

Lawrence Nyberg, born August 8, 1966, to the Richard Nybergs, Chicago, Illinois.

Dawn Marie Aguiar, born August 17, 1966, to the Alberto Aguiars, Bronx, New York.

Gale Jeannette McGinn, born January 17, 1966, to the Ronald McGinns, Anaway, Michigan.

Laura Lea Higham, born August 7, 1966, to the A. N. Highams, Houston, Texas.

Vernon Wade Willis, born June 27, 1966, to the Perley Willis, Sulphur, Louisiana.

Tina Ann Folimar, born June 27, 1966, to the Donald Folimars, Houston, Texas.

Reginald Jenkins, born June 25, 1966, to the Dan Jenkins, Harvey, Louisiana.

Thomas M. Sawyer, born September 11, 1966, to the Norman W. Sawyers, Kitty Hawk, North Carolina.

Brian Christopher Larce, born August 12, 1966, to the William Larces, New Orleans, Louisiana.

Dorothy Wing, born August 13, 1966, to the Rodney Wings, Monroe, Michigan.

Warren Katherine Kratsas, born September 2, 1966, to the William Kratsas, Baltimore, Maryland.

Carlos Saavedra, born September 5, 1966, to the Carlos L. Saavedras, New Orleans, Louisiana.

Kathleen Dixon, born August 13, 1966, to the Francis Dixons, Cleveland, Ohio.

Samuel Harris, born July 18, 1966, to the Morgan Harris, Cleveland, Texas.

Ellison Lee Robinson, born March 8, 1966, to the Ellison L. Robinsons, Metairie, Louisiana.

Carol Trimble, born August 22, 1966, to the H. J. Trimbles, Orange, Texas.

Jose Padilla, born July 7, 1966, to the Rafael Padillas, Bay St. Louis, Miss.

Larry Santa Ana, born September 9, 1966, to the Lauren Santa Anas, New Orleans, Louisiana.

Bobby Dean Brown, born August 21, 1966, to the B. L. Browns, Crestview, Florida.

Keith Rogers, born August 1, 1966, to the Floyd Rogers, Laurel, Delaware.

Conrad S. Chavez, born August 4, 1966, to the Vincent Chavezs, Seattle, Washington.

Anna Helen Shock, born September 19, 1966, to the Herbert Shocks, Jersey City, New Jersey.

Vernon Cox, born April 15, 1966, to the Charles L. Coxes, Jacksonville, Florida.

Tracy Smith, born April 30, 1966, to the Hanable Smiths, Jr., Mobile, Alabama.

Faunce Miller, born July 22, 1966, to the Clyde E. Millers, Houston, Texas.

Milton Henton, born September 19, 1966, to the Milton Hentons, Chicasaw, Alabama.

Seafarer Goes Over Ship's Rail In Attempt to Save Crewman's Life

An heroic but futile rescue attempt was executed by Seafarer Jean Cicconardi aboard the Fenn Victory on August 21 when he jumped over the side of the vessel in an attempt to save a fellow Seafarer who had fallen overboard.

The rescue effort was related to the LOG by W. J. Meehan, ship's delegate aboard the Fenn Victory. Meehan wrote to the LOG from Manila.

According to Meehan, the ship was docked when Seafarer James Allen Jones, who sails in the engine department, accidentally fell from the gangplank of the ship. Seafarer Jean Cicconardi, a FWT, was standing nearby when he saw Jones was in trouble. Cicconardi immediately went over the side and managed to reach Jones, and with the aid of the crew Cicconardi got Jones back aboard the ship.

According to Meehan, Jones was unconscious by the time he was taken aboard and Seafarers did all that they could to revive him, using artificial respiration and mouth-to-mouth resuscitation. Unfortunately their efforts were in vain.

The vessel was on it's way to Viet Nam when the accident occurred, Meehan reported.

Seafarer Cicconardi was born in France and he joined the SIU in the port of New York. He

Seafarers' Letters Aid In Fight For Separate MARAD

Although many miles out at sea, seafarers on the Del Norte and the R/V Robert Conrad have been doing their share to let

Congressmen know how seafarers feel about the importance of an independent maritime agency.

Meeting Chairman Robert Callahan reports from the Del Norte that cablegrams were sent to Senators Long (La.), Yarborough (Texas), Sparkman (Ala.), and Eastland (Miss.), urging them to support the creation of an independent federal maritime agency. The cables were paid for out of the ship's fund, Callahan reported.

G. Gopac, who served as meeting chairman on the R/V Robert Conrad, reported several Seafarers took time out to write their letters to Congressmen urging them to support the fight for an independent maritime agency. "The men are solidly behind the SIU's fight to keep the maritime industry out of the proposed Department of Transportation," Gopac reported, and Seafarers aboard the Conrad "were determined to do their share."

It is only through letters that legislators can be made aware of the issues which are most important to their constituents. Letters act as a guide for Congressmen and enable them to sample the opinions and the feelings of the nations citizens on issues of vital importance.



Cicconardi

started to sail in his native France and has been a seaman for 20 years.

Recently, crewmembers aboard the Western Planet successfully rescued a Norwegian seaman who fell from his ship in the waters off the South China Sea. Seafarers manned the lifeboats and picked

him up. The Norwegian, whose name was Helge Janassen, had been in the water some five or six hours.

Another successful rescue effort took place in the Bay of Kutch when Seafarers on the Norina helped a fellow Seafarer who fell overboard from the Venore.

MONEY DUE

Checks are being held at SIU Headquarters, 675 Fourth Ave., Brooklyn, N.Y., for the Seafarers listed below for money due them on the vessels shown. Men whose names are listed should get in touch with Union headquarters as soon as possible.

Name	Vessel	For
Amos, L.	Rambam	Wages
Beamer, Earl H.	Penn Carrier	OT
Bertrand, G.	Rambam	Wages
Boone, James R.	Natalie	Wages
Bruce, T.	Rambam	Wages
Butler, John E.	Alcoa Master	Transportation
Cantu, R.	Rambam	Wages
Carlson, C.	Rambam	Wages
Carter, Bobby V.	Alcoa Master	Transportation
Chapeau, Joseph L.	Kent	Lodging
Childress, L.	Rambam	Wages
Coalson, Raymond L.	Alcoa Master	Transportation
Collins, Howard L.	Bonanza	Wages
Cummings, C.	Rambam	Wages
Diaz, A.	Midlake	Wages
Flynn, David J.	Alcoa Master	Transportation
Faison, Edgar Lee	Alcoa Master	Transportation
Gauthier, Cyril	Kent	Lodging
Gleason, James	Seatrains New York	Lodging
Gore, H.	Midlake	Wages
Greeson, Clyde	Transwestern	OT
Gromek, Henry T.	Bonanza	Wages
Hanson, Thomas E.	Valiant Hope	Transportation
Jensen, Edward	Hercules Victory	OT
Jones, Cyril III	Alcoa Master	Transportation
Jus Tian, D.	Rambam	Wages
Kershaw, Donald	Valiant Hope	Transportation
Laplant, Fred B.	Alcoa Master	Transportation
Lewis, Andrew	Sea Pioneer	Lodging
Linkowski, Roman F.	Bonanza	Wages
McCay, E. M.	Rambam	Wages
McLaren, David	Transwestern	OT
Neal, W.	Rambam	Wages
Patterson, Fred	Seatrains New York	Lodging
Pruss, H.	Rambam	Wages
Resmondo, Earl	Seatrains New York	Lodging
Roma, Rudolph	Alcoa Master	Transportation
Rosbinson, William L.	Bonanza	Wages
Rose, J.	Rambam	Wages
Ruiz, Carlos	Bonanza	Wages
Samawi, A.	Rambam	Wages
Samborski, Joseph	Alcoa Master	Transportation
Satelli, Silvo D.	Sapphire Sandy	Wages
Saunders, J.	Rambam	Wages
Scott, C.	Rambam	Wages
Shattuck, D.	Midlake	Wages
Smith, Calvin	Transwestern	OT
Smith, J.	Rambam	Wages
Smith, Robert	Hercules Victory	OT
Staples, F.	Midlake	Wages
Stevens, C.	Rambam	Wages
Torres, Carlos	Bonanza	Wages
Valerie, Frank G.	Natalie	Wages
Vallotton, R.	Rambam	Wages
Walsh, J.	Midlake	Wages
Weiss, Warren	Niagara	Lodging
World, W.	Rambam	Wages
Zintz, C.	Rambam	Wages

KNOW YOUR RIGHTS

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 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, 1966, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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

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

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

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

CHOCTAW (Waterman) May 29 — Chairman J. Arshon; Secretary None. Some disputed OT in deck and engine departments. Motion made to have ship fumigated before sign-on. Meeting to be held with boarding patrolman.

CHOCTAW (Waterman) September 25 — Chairman D. Backrak; Secretary J. O'Den. Motion made that ships on foreign runs should be paid on day for day basis as do coastwise runs. One crewmember missed ship in San Diego.

DEL NORTE (Delta) September 26 — Chairman Robert Callahan; Secretary Bill Kaiser. Ship's delegate reported that no beefs of any importance have been brought to him. He thanked crewmembers for their cooperation. No disputed OT reported. \$228.08 in ship's fund and \$420.35 in movie fund. Crewmembers were requested not to use the laundry after 8 P.M. or before 8 A.M. Also, not to forget to turn off washing machines when finished. Discussion and complaints about the food.

PENN EXPORTER (Penn), September 27 — Chairman, E. O'Rourke; Secretary, Z. A. Markris. Ship's delegate extended a vote of thanks to the crew for a job well done. Some disputed OT in engine department, otherwise everything is running smoothly. Motion made for better grade of bacon and canned fruits. Ship to be fumigated. Vote of thanks to the steward department.

DEL MAR (Delta), September 18 — Chairman, Joseph V. Whalen, Jr.; Secretary, Norman William B. Boie. Ship's delegate reported that everything is running smoothly. Brother Joseph McBarren was elected to serve as ship's delegate.

U. S. GYPSUM (American Steamship), September 17 — Chairman, Thom Brown; Secretary, H. McCarty. Ladders leading to top bunks installed. No action taken on matter of fan in control room, and drains in deckhand's head and porter's head, which do not work.

KYSKA (Waterman), September 23 — Chairman, D. T. Dent; Secretary, N. Evan. No beefs reported by department delegates.

partment crewmembers to write to headquarters about working on bridge.

NORTHWESTERN VICTORY (Victory Carriers), August 28 — Chairman, F. E. Evans; Secretary, H. L. Skyles. Ship's delegate reported that everything is running smoothly, \$26.00 in ship's fund. Crew request new ice machine for ship, and a poop deck to be installed on the stern of the ship.

CUBA VICTORY (Alcoa), September 16 — Chairman, Thomas Self; Secretary, John Polkinghorn. Crewmembers wish to know exact details pertaining to transportation for men hired in Manila, P. I. who are legal residents of Manila. All crewmembers are putting in for overtime for restriction to ship in Danang, Republic of Vietnam. Coast Guard to be contacted regarding confirmation of articles.

OTTO M. REISS (Reiss), September 7 — Chairman, Howard DeFant; Secretary, John T. O'Brien. Motion made to have Port Agent come aboard ship in Buffalo to conduct a union meeting concerning work that is done in fantail. It was agreed that work done in fantail while on the run was hazardous. It was suggested that a safety committee be formed.

MADAKET (Waterman), September 14 — Chairman, Victor Brunell; Secretary, Clarence V. Dyer. \$8.00 in ship's fund. Disputed OT in deck and engine departments.

DEL AIRES (Delta), September 11 — Chairman, T. B. Rowell; Secretary, Dexter Worrell. Vote of thanks extended to the ship's delegate. \$4.80 in ship's fund from last trip. \$2.10 in fund at present the rest was used for telephone calls. No beefs reported by department delegates.

BEAVER VICTORY (Bulk Transport), August 21 — Chairman, Seymour Heinsling; Secretary, Eugene Ray. No beefs reported by department delegates. Motion made that Union officials open negotiations for pension at any age with 20 years service. Brother Lionel Antolne was elected to serve as ship's delegate. Each man asked to donate 50 cents to ship's fund.

DEL RIO (Delta), September 25 — Chairman, Sam Pappas; Secretary, Pete Plasek. \$25.10 in ship's fund. Motion made to check up on the increase in slop chest prices. Matter of ship being fumigated to be taken up with boarding patrolman. Discussion held on night lunch items, and also the fresh and canned milk situation. Everything else seems to be satisfactory.

OCEANIC SPRAY (Trans-World Marine), August 29 — Chairman, Marion D. Green; Secretary, Lawrence A. Banks. Two men missed ship in Mobile. One man taken off ship in Panama Canal due to illness. Discussion about soldiers working on deck and below. Ship's delegate took this matter up with the Chief Engineer.

DEL MAR (Delta), September 7 — Chairman, George Annis; Secretary, Vic Ramolo. No beefs reported by department delegates. Vote of thanks extended to Brother J. V. Whalen, Jr. for the barbecue party which was a success.

ALCOA MARKETER (Alcoa), September 30 — Chairman, James M. Masters; Secretary, L. Blanton. No beefs reported by department delegates. Ship sailed short one messman. General discussion held. Vote of thanks to the steward department for a job well done.

CONNECTICUT (Connecticut Transport), October 1 — Chairman, A. W. Morales; Secretary, A. W. Morales. Brother Thomas Cox was elected to serve as ship's delegate. Ship is short 1 FWT and 1 3rd cook. Good trip so far. No beefs and lots of OT.

RAYMOND REISS (Reiss), September 14 — Chairman, Carl F. Shirrel; Secretary, Gary D. Loomis. \$8.50 in ship's fund. Request confirmation from headquarters regarding new vacation plan.

McKEE SONS (Amersand Steamship), September 27 — Chairman, D. Conquer; Secretary, Ref. Prorton. \$3.35 in ship's fund. Crew made three requests for new electric hoist for forward boarding ladders but nothing has been done about it. Suggest patrolman come aboard and act on this.

UNFAIR TO LABOR DO NOT BUY

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

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

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

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

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

Jamestown Sterling Corp.
(United Furniture Workers)

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

White Furniture Co.
(United Furniture Workers of America)

Genesco Shoe Mfg. Co.
Work Shoes . . .
Sentry, Cedar Chest,
Statler
Men's Shoes . . .
Jarman, Johnson &
Murphy, Crestworth,
(Boot and Shoe Workers' Union)

Di Giorgio Fruit Corp.
S and W Fine Foods
Treesweet
(National Farm Workers Association)

Baltimore Luggage Co.
Lady Baltimore, Amelia Earhart
Starlite luggage
Starlite luggage
(International Leather Goods, Plastics and Novelty Workers Union)

Schedule of Membership Meetings

SIU-AGLIWD Meetings

- New York . . . Nov. 7—2:30 p.m.
- Philadelphia . . . Nov. 8—2:30 p.m.
- Baltimore . . . Nov. 9—2:30 p.m.
- Detroit . . . Nov. 11—2:30 p.m.
- Houston . . . Nov. 14—2:30 p.m.
- New Orleans . . . Nov. 15—2:30 p.m.
- Mobile . . . Nov. 16—2:30 p.m.
- Wilmington . . . Nov. 21—2 p.m.
- San Francisco . . . Nov. 23—2 p.m.
- Seattle . . . Nov. 25—2 p.m.

Great Lakes SIU Meetings

- Detroit . . . Nov. 7—2 p.m.
- Alpena . . . Nov. 7—7 p.m.
- Buffalo . . . Nov. 7—7 p.m.
- Chicago . . . Nov. 7—7 p.m.
- Cleveland . . . Nov. 7—7 p.m.
- Duluth . . . Nov. 7—7 p.m.
- Frankfort . . . Nov. 7—7 p.m.

Great Lakes Tug and Dredge Region

- Detroit . . . Nov. 14—7:30 p.m.
- Milwaukee . . . Nov. 14—7:30 p.m.
- Chicago . . . Nov. 15—7:30 p.m.
- †Sault Ste. Marie . . . Nov. 17—7:30 p.m.
- Buffalo . . . Nov. 16—7:30 p.m.
- Duluth . . . Nov. 18—7:30 p.m.
- Cleveland . . . Nov. 18—7:30 p.m.
- Toledo . . . Nov. 18—7:30 p.m.

SIU Inland Boatmen's Union

- Philadelphia . . . Nov. 8—5 p.m.
- Baltimore (licensed and unlicensed) . . . Nov. 9—5 p.m.
- Norfolk . . . Nov. 10—5 p.m.
- Houston . . . Nov. 14—5 p.m.
- New Orleans . . . Nov. 15—5 p.m.
- Mobile . . . Nov. 16—5 p.m.

Railway Marine Region

- Jersey City . . . Nov. 14—10 a.m. & 8 p.m.
- Philadelphia . . . Nov. 15—10 a.m. & 8 p.m.
- Baltimore . . . Nov. 16—10 a.m. & 8 p.m.
- *Norfolk . . . Nov. 17—10 a.m. & 8 p.m.

United Industrial Workers

- New York . . . Nov. 7—7 p.m.
- Philadelphia . . . Nov. 8—7 p.m.
- Baltimore . . . Nov. 9—7 p.m.
- †Houston . . . Nov. 14—7 p.m.
- New Orleans . . . Nov. 15—7 p.m.
- Mobile . . . Nov. 16—7 p.m.

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

DIRECTORY OF UNION HALLS

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

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- EXECUTIVE VICE PRESIDENT**
Cal Tanner
- VICE PRESIDENTS**
Earl Shepard
Al Tanner
Lindsey Williams
Robert Matthews
- SECRETARY-TREASURER**
Al Kerr
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- ALPENA, Mich.** . . . 127 River St. EL 4-3616
- BALTIMORE, MD.** . . . 1216 E. Baltimore St. EA 7-4900
- BOSTON, Mass.** . . . 177 State St. RI 2-0140
- BUFFALO, N.Y.** . . . 735 Washington St. TL 3-9259
- CHICAGO, Ill.** . . . 9383 Ewing Ave. SA 1-0733
- CLEVELAND, Ohio** . . . 1420 W. 25th St. MA 1-5450
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- DULUTH, Minn.** . . . 312 W. 2nd St. RA 2-4110
- FRANKFORT, Mich.** . . . P.O. Box 287 415 Main St. EL 7-2441
- HOUSTON, Tex.** . . . 5804 Canal St. WA 8-3207
- JACKSONVILLE, Fla.** . . . 2608 Pearl St. EL 3-0987
- JERSEY CITY, N.J.** . . . 99 Montgomery St. HE 3-0104
- MOBILE, Ala.** . . . 1 South Lawrence St. HE 2-1754
- NEW ORLEANS, La.** . . . 630 Jackson Ave. Tel. 529-7546
- NORFOLK, Va.** . . . 115 3rd St. Tel. 622-1892
- PHILADELPHIA, Pa.** . . . 2604 S. 4th St. DE 6-3818
- PORT ARTHUR, Tex.** . . . 1348 Seventh St. SAN FRANCISCO, Calif. 350 Freemont St. DO 2-4401
- SANTURCE, P.R.** . . . 1313 Fernandez Juncos Stop 20 Tel. 723-8594
- SEATTLE, Wash.** . . . 2505 First Avenue MA 3-4334
- ST. LOUIS, Mo.** . . . 805 Del Mar CE 1-1434
- TAMPA, Fla.** . . . 312 Harrison St. Tel. 229-2783
- WILMINGTON, Calif.** . . . 505 N. Marine Ave. TE 4-2523

DIGEST of SIU SHIP MEETINGS

PORTMAR (Calmar), September 17 — Chairman, J. Wernelovick; Secretary, W. Barth. Brother W. Barth was elected to serve as ship's delegate. Men requested to be properly dressed when in messhall.

AMERICAN PRIDE (American Sealmen), September 18 — Chairman, Claude Fiekle; Secretary, B. G. Williams. No beefs reported. Everything is running smoothly.

PRODUCER (Marine Carriers), September 25 — Chairman, James Smith; Secretary, Herbert Weich. Ship's delegate thanked crewmembers for their cooperation. \$28.00 in ship's fund. Some disputed OT in steward department.

STEEL ARCHITECT (Jethman), September 11 — Chairman, Walter Suska; Secretary, Jon A. Maslow. \$110.00 in ship's fund. Brother James Santiago was elected to serve as ship's delegate. No beefs were reported by department delegates.

DEL ALBA (Delta), Jun 4 — Chairman, M. T. Morris; Secretary, Z. Y. Ching. Motion made for 20 year break-out for retirement. Vote of thanks extended to the steward department for a job well done. No beefs reported.

OCEAN ULLA (Maritime Overseas), September 20 — Chairman, S. Foti; Secretary, Frank Kustura. No beefs reported by department delegates. Brother D. M. Ravosa was elected to serve as ship's delegate. Ship's delegate to see the Captain about draw in Panama. Deck de-

FINAL DEPARTURES

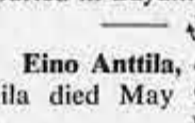
Clarence Daire, 70: Seafarer Daire died in the USPHS Hospital on Staten Island, May 10, after an illness. He was born in the British West Indies and had resided in New York City for many years. He joined the SIU in Philadelphia and sailed as a cook. Daire is survived by his son, Clifford of Brooklyn. Burial was in Brooklyn.



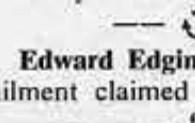
William Odom, 68: An intestinal failure proved fatal to Brother Odom, July 5, in Houston, Texas. Born in Texas he joined the union in Houston, where he made his home with his wife, Clara. He sailed as an oiler, FWT and pumpman. Odom was a naval veteran. Burial was in Forest Park-Lawndale, Houston.



Ramon Oliveras, 51: Brother Oliveras died December 14, 1965, after an illness. He was born in Puerto Rico, where he made his home. Oliveras joined the union in the port of New York. A member of the Engine department, his last vessel was the Puerto Rico. Surviving is his wife, Francisca. The Seafarer was buried in Bayamon, Puerto Rico.



Eino Anttila, 46: Seafarer Anttila died May 9, in St. Joseph Hospital, Duluth, Minn., following an illness. He was a cook and had also sailed as OS. Born in White Mine, Mich., Anttila joined the Union in the port of Duluth. The Seafarer is survived by his wife, Helen, of Duluth. Burial was in Bethany Cemetery, Duluth.

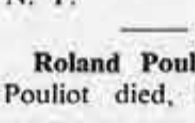


Edward Edginton, 56: A heart ailment claimed the life of Seafarer Edginton, July 19, in West Jefferson Hospital, New Orleans. A Chief Electrician, he joined the union in the port of New York. Edginton was born



in New Jersey and resided in Yonkers, N. Y. The Seafarer was in the Marines from 1927 to 1931. Surviving is his wife, Angela.

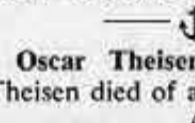
Jose Rodriguez, 61: Brother Rodriguez died in New York City August 21. He was born in Ecuador and sailed in the Steward department on SIU-ships for 25 years. He joined the union in the port of New York and made his home in Staten Island. He last sailed on the De Soto as chief cook. Rodriguez was as SIU pensioner at the time of death. Surviving is his wife, Angelina. Burial was in St. Peters Cemetery, Staten Island, N. Y.



Roland Pouliot, 41: Seafarer Pouliot died, September 1, in Newark City Hospital after suffering accidental burns. He was born in Detroit and joined the union in New York. He sailed as an FWT and last shipped on the Puerto Rico. A resident of Detroit, Pouliot is survived by his mother, Mrs. Bernadette Pouliot of Detroit. He was a veteran of the U. S. Navy.



Clifford Cummings, 63: A pulmonary ailment proved fatal to Brother Cummings, July 29, in New Orleans, La. A member of the Steward department, he shipped as a cook. He was born in Florida and made his residence in Algiers, La. Cummings joined the SIU in the port of Houston. His last ship was the Tuscaloosa. He is survived by his grand-daughter, Mrs. Sherry Tullier of Algiers, La. Burial was in Westlawn Memorial Park, Jefferson Parrish, La.



Oscar Theisen, 55: Seafarer Theisen died of a liver ailment on April 9 at the U. S. Public Health Service Hospital. He sailed in the Deck department. Born in Iowa, he joined the SIU in the port of Mobile where he made his home. Theisen served in the Navy for three years. Surviving is his brother, Alfred Theisen.



Seafarer Recalls Encounter At Sea With Intrepid Sailor, Capt. Willis

On a morning in the early part of September, the 11 foot-craft piloted by 72-year old William Willis was spotted by the lookout aboard the SIU-manned Sapphire Gladys. Captain Willis was soon to gain world-wide attention for his solo attempt to cross the Atlantic and the crew aboard the Sapphire Gladys played an important role in assuring that Willis was still around to tell his story.

In describing the incident, Seafarer William Owens told the LOG that, "I just left the wheel about 10:15 a.m. after my turn as watch. I was having coffee when the third mate picked him up on the field glasses. He was about four or five miles away and looked like so much flotsam. The Sapphire Gladys had to swing around to starboard and make a complete turn. It took us a little off course," Owens explained.

"At first, we thought he was a fisherman, although there were few around in that area. He was waving, trying to attract our attention. The bosum, Jack Gervais, two day men and myself put on life jackets and were ready to launch the lifeboat. We didn't launch the boat, however. We threw him a line and brought him alongside the ship."

"The Captain told Willis the Sapphire Gladys would take him to England", Owens related, "but Capt. Willis said he didn't want to leave his craft. He told us he thought he was suffering from a strangulated hernia and would need an operation."

Owens, who sails as an AB, said that Willis told the crew he intended to "write a book on his trip across the Pacific" and he assured Seafarers aboard the Gladys that he intends to make the very same trip again when he's healthy.

"He said he had a radio, but it broke", Owens related and then he gave us a little note to relay to his wife".

Gervais asked the old sailor what he was trying to prove, Owens recalled. "I can't recall his exact reply, but in essence, he stated that he wanted to prove there was still life in old seamen."

Capt. Willis related that he had been trying to stay in one location so he could be spotted. "He said he saw a few ships in the distance, but they couldn't see him."

Owens reported that the Steward department of the Sapphire Gladys broke out some cases of milk and a sack of fruit and lemons for Willis, but he evidently had a good supply of water as he turned down our offer to give him some. Owens said.

"Capt. Willis little craft was about 11 feet by six, with a little space cut out in the stern. The rest was covered with canvass. When the weather got bad or he wanted to get some rest, he would crawl under the canvas", Owen observed. "He had a mast for a sail, but the sail was not up when the Gladys spotted him."

Just to make sure he wouldn't forget his rescuers, Captain Willis took pictures of the ship as it pulled away. "He had this camera and he took a picture of the stern and side of the ship," Owens said.

The Sapphire Galdys was 850 miles out of New York on it's way to Rotterdam and Bremerhaven, when it encountered the intrepid adventurer, Owens, a Virginian, ships mostly out of New York. "He certainly had guts", Owen said. "I wouldn't try a thing like that myself."

If Captain Willis was an old sight to the Seafarers, the crew was a vision of loveliness to the Captain, who was beginning to lose hope or rescue. "It was a magnificent moment when I saw the ship", he stated later. "By luck, the Sapphire Gladys came straight out of the mists, right at me, and still passed by. I'd been waiting for weeks and I knew that I was really cooked, then she swung around."

Captain Willis was flown to New York from New Foundland where he was hospitalized briefly. But those who know him, including Seafarers on the Sapphire Gladys, know it's just a matter of time before the amazing sailor is off on another adventure.

PERSONALS

Tax Refund Held

Income tax refund checks are being held for the SIU members listed below by Jack Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco, California, 94105:

Margarito Borja, Alli Nasroen (two refund checks), Pascual S. Sim, Charles E. Switzer and P. A. Thompson.

Terral Anderson

Laundry you left on Steel Worker is at Isthmian office. Contact Ray Kearns or Murray Kornzweiz, 26 Broadway, Room 709, New York City.

Robert Scotti

Please contact your attorney's, Bracken and Walsh, 786 Broad St., Newark, N. J., as soon as possible.

John H. Maxwell

Please contact your attorney, Rawle & Henderson, Packard Building, Fifteenth and Chestnut Sts., Philadelphia, Pa., as soon as you can.

John Penns

Please contact Sullivan & Sullivan, Attorneys at Law, 2 Woodside Ave., Northport, N. Y., in regard to your grandmother's will.

Friends of Eladio Grajales

Seafarer Grajales, who resides in New Orleans, is visiting in the New York Hall and hopes his SIU buddies will drop by and say hello.

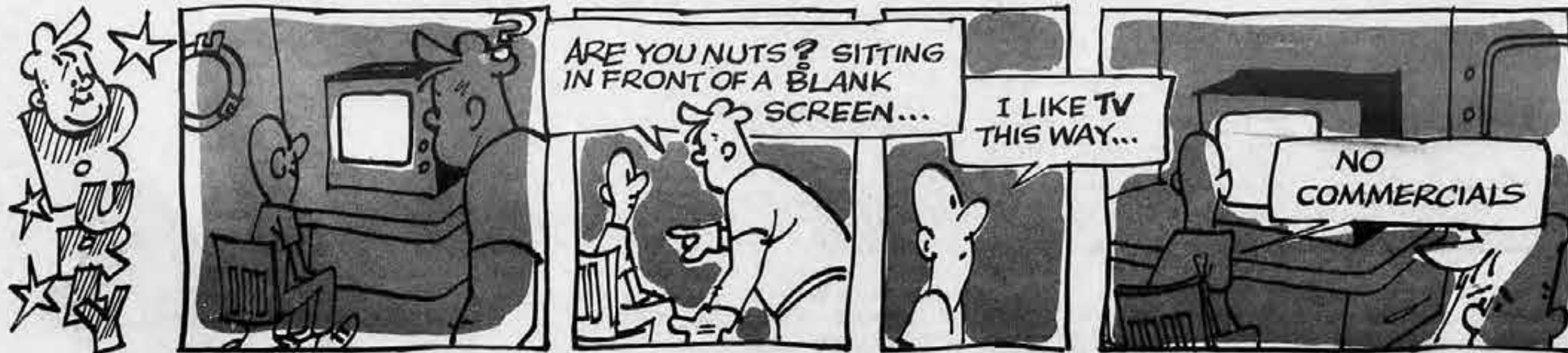
Richard Royce Conlin

Please contact Headquarters. They are holding your ring.

Money Due

Texas City Refining, Inc., is holding checks for unclaimed wages for the following men who are to contact the company direct at P. O. Box 1271, Texas City, Texas, giving their Social Security number, "Z" number and instructions regarding payment.

Allen, William S.
Bailey, Elmer E.
Boggan, Sigmire E.
Corry, William R.
Funk, John E.
Galloway, Avery B.
Gorman, Edward G.
Mackey, Donald E.
River, Jose A.
Winberg, Robert W.
Wright, Theodore H.



PORTS of the World

SANTOS

SANTOS, one of Brazil's leading industrial cities is also the world's largest coffee exporting center. The city, founded in 1552 was the first colony to be established by the Portuguese along this coast.

A good place to visit in Santos is the Montserrat, a tall hill in the center of town. The trip up is a cool one by funicular car. Once at the top there is a restaurant-bar and a chapel dating back to 1603.

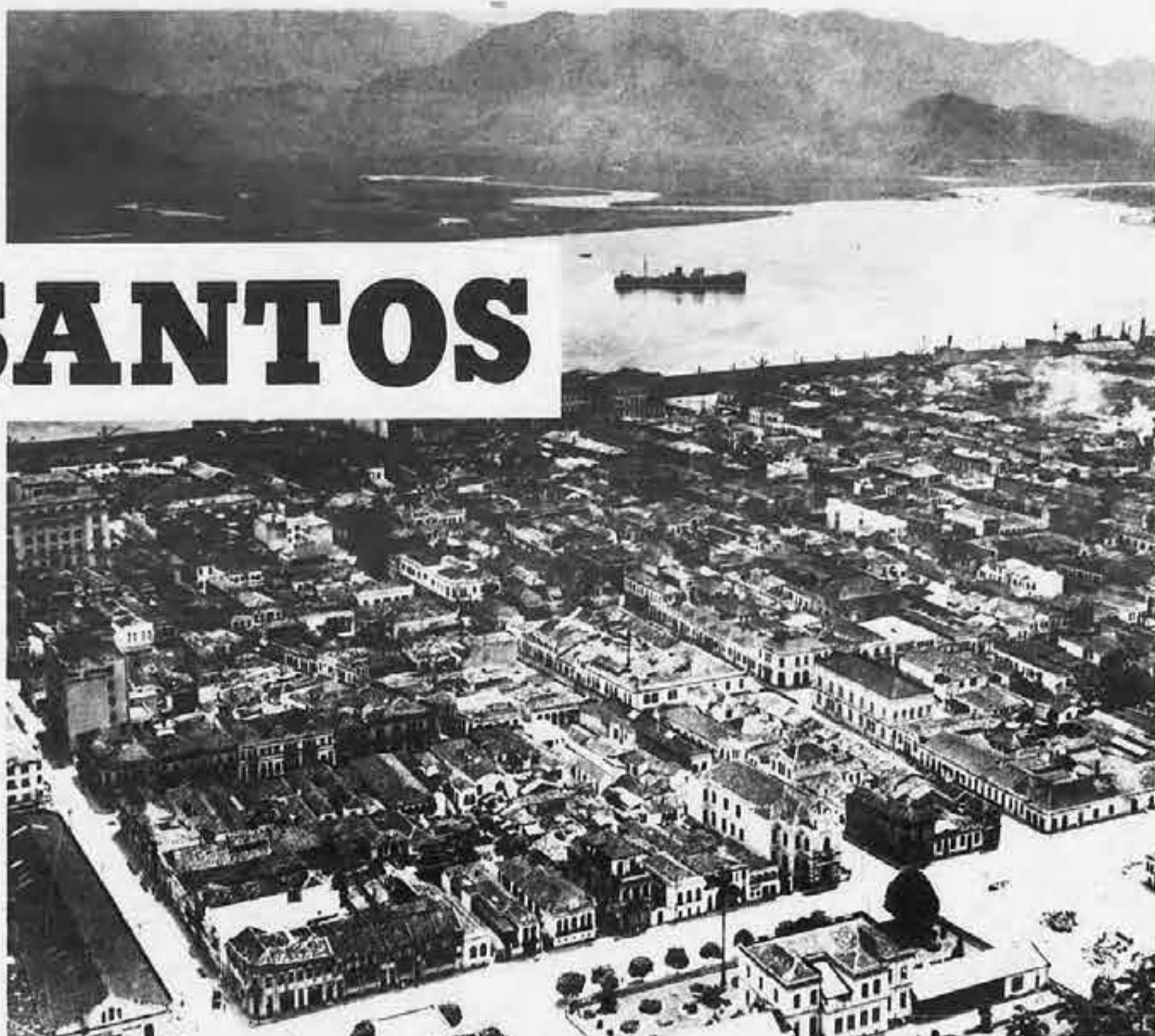
Shopping is good in Santos because most merchandise, aside from mechanical and electrical products is inexpensive. The dollar can go a long way.

The Gonzaga, a circular square that resembles a small Picadilly Circus, is one of the entertainment centers of the city. At the Gonzaga you can find most of Santos' bigger hotels, restaurants, decent bars and movies houses. The food is very good and far less expensive than stateside restaurants. The best movies are all air-conditioned and charge about 35 cents admission.

Santos has a fine botanical garden in the vicinity of the Gonzaga called the Orchidario. It features many rare plants and affords the visitor an unforgettable view of the coast and city from the hill called Morro Santa Terezinha. The Orchidario can be reached by bus.

The seashore and newer part of the city is found in the southern quarter of Santos. Huts along the seashore marks "Cabanas" are used for changing into bathing suits and can be rented for a few pennies.

The Del Mar is one of the many SIU-manned Delta Lines vessels making runs to this interesting city. One of the Delta Lines ships the Del Santos is named after the port of Santos. Other Delta ships making stops here are the Del Sud, Del Norte and Del Campo.



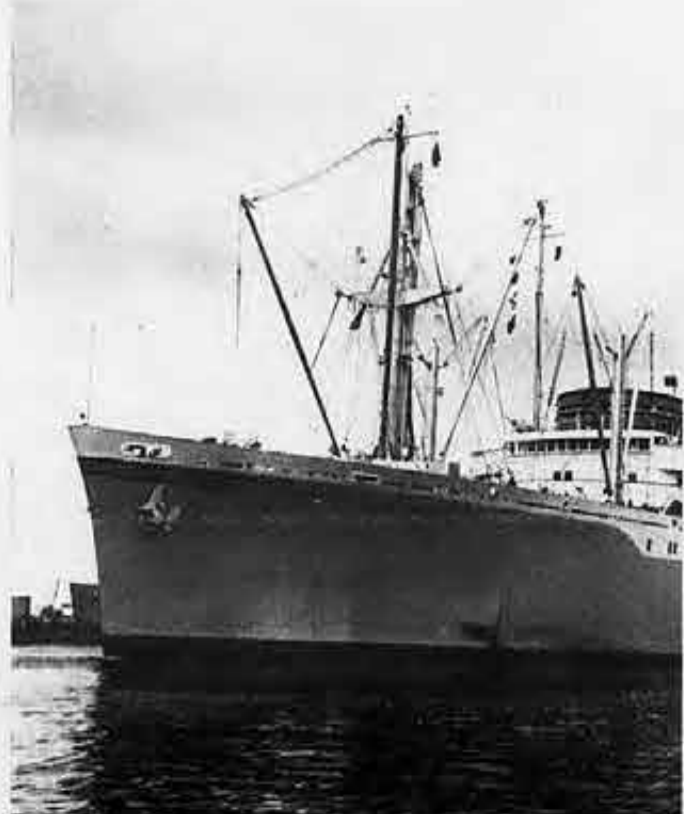
Freighters in Santos Harbor waiting to berth at one of the crowded quays along a busy stretch of waterfront. The city was named after the Hospital Todos Santos established by Santos' founder Braz Cubas. This section of the city is where Seafarers can get bargains in alligator goods, wood carvings and gems.



A busy street in Santos showing a large number of foreign cars and a series of up-to-date, high-rise apartment houses.



A quaint, old white fort of a bygone era nestles serenely at the foot of a pleasant, rolling hill and commands a fine view. The old fort now houses the Military Club of Santos.



The Del Mar, one of the many SIU-contracted cargo ships regularly making runs from the Gulf ports to Santos, the coffee center of the world.

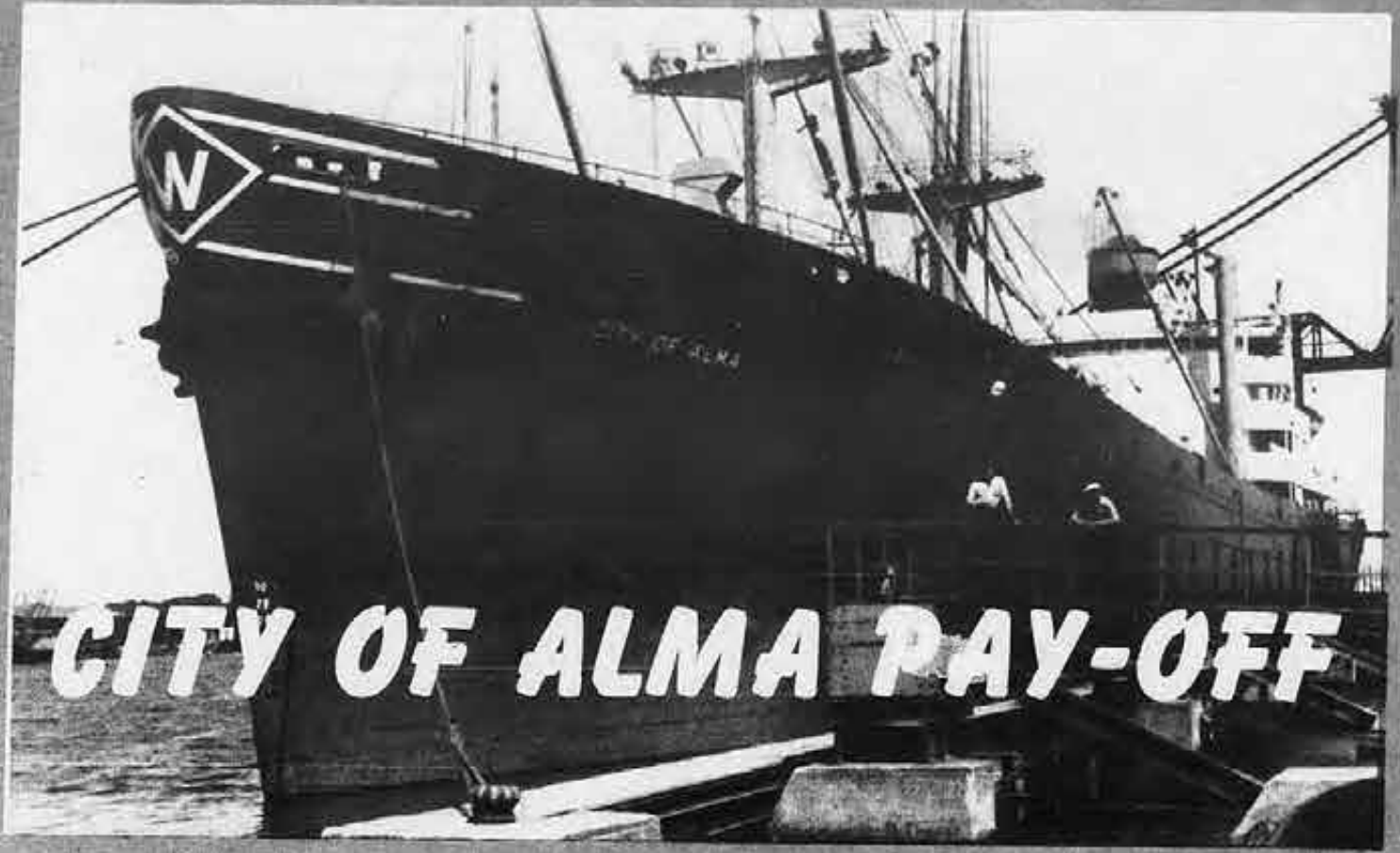


The modernity of the Santos skyline contrasts vividly with the classical Latin American architecture of many private residences in the City. Santos, like many Latin American cities tastefully blends the traditions of the old world with the dynamic needs of a highly complex, completely cosmopolitan city.

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



Seafarer James Kennan, OS, signs on the dotted line for his money as the City of Alma pays off. Ship's master, Capt. Kelly and Waterman paymaster, Mr. O'Neill, look on.



CITY OF ALMA PAY-OFF



Ship's delegate Ivey Cox (left) and engine delegate Frank Presti look on with interest as SIU patrolman Marty Kressner (seated) checks the crew's overtime sheet for the voyage.



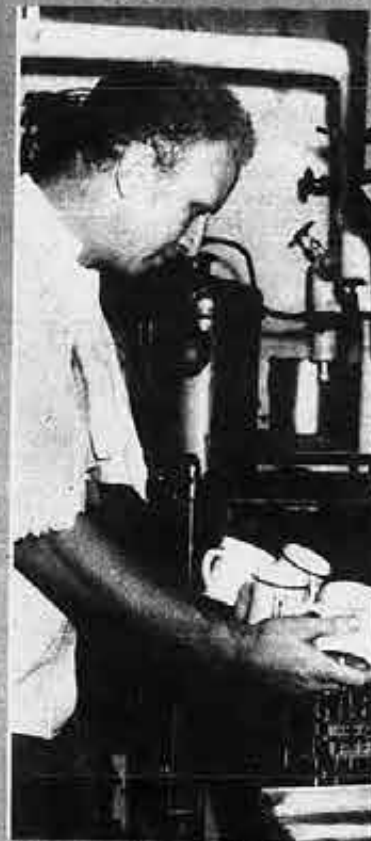
Deck department members Adrian Fase (left) and Art Gordon were standing by the gangway waiting for a shipment of new mattresses to come aboard when photo above was taken.



Enjoying lunch in the City of Alma messroom, chief steward Frank Fraone (left) discusses steward department matters with SIU Gulf District chief food consultant Don Collins.



SIU food consultant Don Collins looks over new "Radarange" with chief cook Harry Collier (right). Newly installed range can cook a steak to order in less than two minutes.



After lunch, pantryman Robt. E. Marsh feeds coffee cups into automatic dishwasher installed in crew's pantry.



Third cook John Fanoli was cooking vegetables in ship's new pressure cooker but held off long enough for photo.



Seafarer Arthur Gordon (left), AB, is ready to collect his pay after signing off the ship's articles. Seated are the Waterman paymaster O'Neill and the City of Alma's Captain Kelly.



Third assistant engineer John Taylor seems impressed at the enjoyment displayed by SIU patrolman Tom Gould while eating an after-dinner pear in the City of Alma's messroom.



Standing on deck with the Greater New Orleans Mississippi River Bridge in background are City of Alma crewmembers Phillip Brooks, fireman; Donald Hewson, oiler; SIU patrolman Tom Gould, and deck engineer John Roos.