



MARINE UNIONS BLAST NEW BID TO EVADE USING US-FLAG SHIPS

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BOXSHIPS OPEN RUN IN ALASKA

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TEXAS SIU TUG SINKS — 3 LOST

—Story On Page 3

Tribute. SIU oldtimers Lou Tarallo (left) and "Chuck" Allen catch some sun at a favored meeting place outside the Sailors Union of the Pacific building in San Francisco, where the SIU's port office is located. The pair flank memorial statue to Andrew Furuseth, original secretary-treasurer of the SUP, who led the fight to free both American and foreign seamen from virtual bondage.



Grounded. Tugs strain in the Mississippi River's South Pass below New Orleans in effort to free SS Manhattan (Hudson Waterways), stuck in the mud for several days until refloated this week. The world's largest merchant ship, manned by Seafarers, is loaded with 79,000 long tons of winter wheat bound for Odessa, Russia. The Manhattan's present load is equivalent to more than 2.9 million bushels that would fill 100 trains of 15 boxcars each. (For one Seafarer's account of grain trip to Odessa aboard another vessel, see Page 9.)



License. Seafarer Erling Johnson (left) receives the congratulations of SIU Headquarters Rep. Edward X. Mooney after passing exam for his 3rd mate's ticket via the upgrading program available to SIU men in all ports. A member of the Union since 1952, Johnson is a native of Norway where his mother and sister still live, while he has settled in New York.

Hall Blasts Nick Johnson's US Ship Grievance Set-Up

WASHINGTON—SIUNA President Paul Hall has strongly criticized the manner in which Maritime Administrator Nicholas Johnson announced the formation of a grievance committee to deal with US shipping problems. Hall's criticism was made Tuesday at a transportation forum held here at the American University.

The committee is an outgrowth of the boycott by AFL-CIO maritime unions of grain shipments to Russia.

The unions called off their boycott with the understanding that all problems concerning future grain shipments would be openly discussed with the unions fully participating.

Hall said "the manner in which the committee announcement was issued is not in keeping with the spirit of cooperation and working relationship that was intended. We are confronted with the language of a document and its limitations as an accomplished fact. This is most unfortunate, particularly after an understanding quite to the contrary was reached at a meeting with Cabinet officers."

The SIUNA president said: "Under terms of the Maritime Administrator's set-up, we are nothing but advisors to advisors and we intend to take up this

complaint in our first meeting." Johnson's announcement of the names of the panel followed an earlier joint report by Secretary of Labor W. Willard Wirtz and (Continued on page 12)

Canada Crew Seeks SIU Certification

MONTREAL—The Seafarers International Union of Canada has applied for certification of all unlicensed personnel aboard a 3,000-ton former canal vessel which last winter switched owners.

The action, seeking the right to represent some 15-odd seamen on the Canadian-flag Quebec Trader, complains that the new owner, Transworld Chartering Ltd., of Montreal, has made membership in a United Mine Workers local the price of a job. The ship, as the Farrandoe of N.M. Paterson and Sons Ltd., Fort William, formerly carried an SIU crew.

The application to the Canada

Labour Relations Board on April 21 was supported 100 percent by the crew engaged for the Quebec Trader.

Arctic Service
Transworld Chartering, which is believed intending to employ the Quebec Trader in Arctic waters, signed an agreement with UMW District 50, Local 13946, which states, in part:

"It is agreed that as a condition of their continued employment, all employees who, at the time of the making of the present agreement, are members of the union, shall continue their memberships during the term of this agreement and that all new employees shall, as a condition of employment, be obliged to join the union within 30 days after being employed and shall continue such membership during the term of this agreement."

The UMW has no affiliation with either the AFL-CIO or the Canadian Labour Congress.

The Quebec Trader is the only vessel in Canada purporting to have any tie with the Mine Workers organization.

SIU Scholarship Awards Panel Meets On May 11

NEW YORK—The members of the committee which will help determine the winners of the SIU college scholarship awards for 1964 will meet here on May 11 to study the applications of some three dozen candidates.

Five awards worth \$6,000 each will be given to the successful applicants on the recommendation of an educators' committee.

The group consists of Richard Keefe, admissions director, St. Louis University, St. Louis, Mo.; F. D. Wilkinson, research associate, Howard University, Washington, DC; Miss Edna Newby, assistant dean, Douglass College, New Brunswick, NJ; Charles D. O'Connell, director of admissions, University of Chicago, Chicago, Ill., and Bernard Ireland, College Entrance Examination Board, New York, NY, and Dr. Elwood C. Kastner, dean of registration and financial aid, New York University, New York, NY.

They have been chosen to select five possibles from the nearly three dozen candidates who have applied for this year's awards.

The competition for the \$6,000 awards, which may be used to attend any accredited college in the US or its possessions for study in any field, is open to qualified Seafarers who have a minimum of three years' seetime on SIU-contracted vessels, or to children whose fathers meet the seetime requirement.

At least one annual award is reserved for a Seafarer.

Fifty-three awards have been given since the program began in 1953. The winners are chosen on the basis of their high school records and scholastic attainments.

Ladies' Man



Seafarer Frank Froone is easily outnumbered by the women-folk in the family, but doesn't seem to mind it a bit. He's shown here outside New Orleans SIU hall with his oldest daughter Gia Terez, plus (foreground) Yolanda, 5; Maria, 10, and Tammy, 2. Daughter Fran, 7, was home with mother and missed the picture-taking.

SIUNA Readies Displays For Union Label Show

LOUISVILLE, Ky.—The Seafarers International Union of North America will participate in what has been called labor's greatest public event of the year, the AFL-CIO Union-Industries Show here May 22 through May 27.

In three booths set up at the Kentucky Fair and Exposition Center, the SIUNA will display many of its consumer items, such as Cal-Pack products and Breast-O-Chicken tuna, both from the West Coast. The Maritime Trades Department will set up its display

in a fourth booth. Both will have literature explaining their function for visitors.

The title "Americans At Work" has been selected as the theme of the 1964 Show. Sponsored and produced by the Union Label and Service Trades Department of the AFL-CIO and offered to the general public, admission free, the multi-million dollar exhibition will dramatically portray this theme to thousands of visitors during its six-day run.

Advance planning for the all-union exhibition—the largest of its kind in the world—was completed by the Executive Board of the Union Label and Service Trades Department at its regular meeting held February 16th at Miami Beach, Florida. The Union-Industries Show is sponsored and produced each year in a major American city by the national Department. Joseph Lewis, the Department's Secretary-Treasurer, is the Show's director.

Over 300 action-type displays covering the crafts, skills and services of the membership of virtually all AFL-CIO unions and the products and services of fair management make up the unusual exposition. The Show will also feature displays of the various branches of the Federal Government. Those attending the Show will be awarded gifts, prizes and souvenirs worth close to \$100,000.

President's Report



By Paul Hall

Our Union and other segments of maritime are continually asserting that one of the biggest problems faced by US-flag shipping in its fight for survival is overcoming the basic attitude of Government agencies which are supposed to carry out US laws that are designed to protect the American maritime industry. Hardly a day goes by when the jobs of American seamen do not face additional jeopardy because the agencies favor foreign-flag shipping over our own.

In fact, the record of the various Government agencies, including the Maritime Administration, over the past many years is a sorry demonstration of failure to protect the American industry by waiving the requirements that US-flag-shipping be employed in the carriage of Government-generated cargoes to foreign nations. The tendency of our Government to bypass American shipping at virtually the slightest pretext has obviously served to encourage recipients of US-generated cargoes to automatically seek waivers of our shipping requirements.

For example, a waiver of half the shipment of a \$100 million credit extended by the Export-Import Bank is being sought by the Italian government, which the Maritime Administration is considering despite the fact that the law specifically states that these cargoes must go exclusively in American ships.

It appears that the Government agencies have conditioned themselves and the foreign recipients of our aid programs to expect that all they have to do to obtain half of our Government cargoes, is to ask for it. This is undoubtedly due to the tendency of our Government agencies to ship only a maximum of 50 percent of Government-generated cargoes on US ships, although the law may require up to 100 percent.

Were it not for the fact that the unions have been vociferous in their protests against such violations of law and policy, it is safe to assume that American ship participation in these cargoes would have been reduced to a dribble.

There are those in responsible Government positions who would cold-bloodedly shut American shipping out of the picture completely. There is no one in the Government agencies who stands up in behalf of the American merchant marine.

This is why we must continue our vigilance, this is why we must continue to be vociferous in our insistence that US shipping participate to the extent that the law and the policies of our country say it should.

White House Reception



President Lyndon B. Johnson greeted LOG Editor Herb Brand at White House reception on Monday, April 27, following conference of labor editors sponsored by US Secretary of Labor W. Willard Wirtz. Earlier, Secretary of State Dean Rusk, Attorney-General Robert Kennedy, Defense and other officials briefed the group on foreign, defense and domestic affairs.

SEAFARERS LOG

May 1, 1964 Vol. XXVI, No. 9



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Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, NY, 11222. Tel. HYacinth 9-6600. Second class postage paid at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.



PHS Cites SIU Fleet Sanitation

NEW YORK—Seafarers in the SIU-manned Calmar Steamship fleet have helped produce the company's sixth consecutive fleet-wide citation for excellence in vessel sanitation.

The award was recently presented to the company by Wesley E. Gilbertson, chief of the division of environmental engineering and food protection for the US Public Health Service.

Seafarers, and particularly steward-department members who were most directly involved, have received high praise for winning similar USPHS citations in various SIU fleets over the years.

Calmar is a subsidiary of the Bethlehem Steel Company and operates ten ships between the US East and West Coasts.

The USPHS awards are based on an inspection program designed to help control disease and contamination aboard ship as well as ashore. Its inspections cover the preparation and serving of all food and drink, including their sources.

USPHS maintains a checklist of 166 separate items covering sanitary construction, maintenance and operation of all feeding and cooking facilities aboard the vessels. To win the award, Calmar had to score better than 95 out of 100 points on the checklist.

Sea-Land Starts Alaskan Service

SAN FRANCISCO—SIU-contracted Sea-Land Service, a pioneer in trailer transportation by ocean-going ships, has started its long-planned expansion of trailership operations to Alaska.

Two of the company's C-4 trailerships, the New Orleans and the Mobile, have entered the Seattle-Anchorage trade. The two ships have been taken from the Baltimore-Puerto Rico run and switched to the Pacific coast service. Following the transfer of the two C-4s, two converted C-2 freighters, the Bienville and the Raphael Semmes, have begun servicing Baltimore, New York and Puerto Rico.

The rumors involving Sea-Land's move to encompass the Alaskan trade arose out of a report that Sea-Land assisted Alaska Freight Lines pay off a \$300,000 claim against them by a stevedoring company in 1963. Sea-Land was said to have put up \$150,000 in return for an option to purchase Alaska Freight Lines' vessels and operating rights. Sea-Land's purchase of the Alaskan firm became effective March 1.

The new service by Sea-Land received a boost from the Federal Maritime Commission recently when the Government agency ordered all red tape cut in rate proceedings involving Alaskan freight in an effort to ease the way for shipping to be resumed to the northern state following the crippling earthquakes and tidal activity there.

One of the rate problems stems from the destruction of docking facilities at Seward, causing a switch of service from there to Anchorage. The switch could involve months of rate hearings if normal procedures were followed. But Sea-Land was able to move up the inauguration of its planned service by several weeks.

Fair Fish Fare Runs Afoul

GLOUCESTER—The bronze fisherman—"The Man at the Wheel"—missed the over-the-road trip to New York for the World's Fair last week, despite the hopes of the fishing industry. Belated plans to package and ship the 40-year-old statue to the Fair for the New England pavilion got gaffed. "It's not that we don't want the statue, but it's simply too late to do anything about it," said Gardner Caverly, president of the New England Council's World's Fair Committee. The Fair opened up April 22.

Local fishermen had hoped to show the world the "Man at the Wheel" as a promotion for the industry. However, Caverly said the industry muffed the opportunity by not getting up funds in time to cover the costs, like other industries have done. He noted that the World's Fair New England pavilion, however, will have a Maine sardine exhibit and that there will be murals about fishing and boats.

One disappointed Gloucester official commented: "The fishing industry could stand a lot of promotion and this statue at the Fair would be the answer. We actually couldn't buy the publicity for a million dollars."

NY Unions Fight Blue Cross Raise

NEW YORK—The SIU has joined other AFL-CIO unions in unanimous opposition to a request by Blue Cross to raise its health insurance rates by 22 to 25 percent in New York and in 12 adjacent counties.

The firm labor stand was taken at a recent meeting here convened by State Senator Seymour R. Thaler.

Under discussion at the meeting was a plan to implement a labor-sponsored but publicly-controlled health and hospital insurance program, separate from Blue Cross, to provide adequate health and hospital insurance for union members and for anyone else

interested in joining.

Senator Thaler is a member of the Joint Legislative Committee on Health Insurance Plans, which has been investigating the proposed rate changes. The State Insurance Department is also holding hearings on the proposed boost in premium rates.

When the Associated Hospital Service of New York, Inc., operators of the Blue Cross hospitalization plan, asked the State Superintendent of Insurance for the rise, the Executive Council of the AFL-CIO here retaliated with a request for a full-scale probe into the workings of the "supposedly" non-profit insurance plan.

At the New York meeting, the participating unions contended that Blue Cross could not cope with the problems of rising costs and control of hospital utilization without a "drastic" overhaul of its board of directors. The unions pointed out that the AHS board of trustees continues to function under the complete control of the presidents and directors of hospitals, the very institutions which stand to benefit most by any premium rise. There is only token representation by labor and consumer groups.

Opponents to the rate rise charge that since Blue Cross is a consumer organization, the majority of its trustees should be identified with those who pay the premiums, and who are seeking the best coverage at the lowest possible rates.

Blue Cross has admitted that under the proposed rate rise, charges to most subscribers would go up 35 to 40 percent, and would increase 11 percent each year after the first year.

Sea Unions Blast New Gov't Waiver Against US Ships

NEW YORK—AFL-CIO maritime unions, including the Seafarers International Union, this week called for rejection of a waiver bid to ship \$50 million worth of Government-generated cargoes on Italian-flag vessels, instead of on American ships as required under the law.

The goods are part of a \$100 million Export-Import Bank credit extended to Italy for raw materials, semi-manufactured goods, cotton, metals, iron products and coal. A waiver was requested of the Maritime Administration on half of the shipments by an office of the Italian Treasury.

The unions' protest, sent by Thomas W. Gleason, chairman of the Joint Maritime Committee and president of the International Longshoremen's Association, urged immediate rejection of the waiver request or an opportunity for all interested parties to be heard at a hearing before final action is taken.

The Joint Maritime Committee, set up during the boycott of wheat shipments to Soviet nations, consists of the ILA, SIU, National Maritime Union, Marine Engineers Beneficial Association and Masters, Mates and Pilots.

The protest, contained in a wire sent Wednesday, April 29, to Maritime Administrator Nicholas Johnson, pointed out that "these cargoes are clearly subject to Public Resolution 17, which provides that all cargo financed by loans from the United States Government through any of its lending agencies shall be carried exclusively on American-flag ships unless the Maritime Administrator certifies after investigation that US vessels 'are not available in sufficient numbers, or

(Continued on page 4)

Three SIU Boatmen Lost In Houston Tug Mishap

HOUSTON—Three crewmembers of the tug R. J. Wales lost their lives last week, when the SIU-contracted vessel overturned during a freak accident in the Houston Ship Channel. The bodies of two of the men were recovered right after the mishap, and one was still missing pending a continued search by divers.

The two men positively identified as dead were Jack Kelly, 55, of Acadia, engineer, and C. R. Saulter, 46, Galveston, mate. The body of the skipper, A. L. Hernandez, 38, of Beaumont, was still being sought. All three are members of the SIU Inland Boatmen's Union.

Divers from the Harris County sheriff's office spent last weekend dragging the 30-foot waters near the Shell Oil docks for the skipper's body.

Two other IBU members, Joe Forrest, 39, Texas City, deckhand, and J. C. Oliver, 38, Pasadena, oiler, were rescued after being thrown overboard when the Wales capsized.

The tug turned over and sank in



Hernandez



Kelly

the early morning hours last Saturday, April 25, while she and the tug Pike were pushing the tanker Spinanger toward the Shell docks. The Wales was pushing at the tanker's bow and the Pike was at the stern.

Suddenly, the Wales listed to starboard, laid over on its side, and sank to the bottom. After wobbling a few minutes, it settled with a foot or so of its mast above water at a 45-degree angle.

Crewmen aboard the Pike said that the Wales was pushing hard and that her nose may have slipped along the tanker's bow. The engine's motion may have flipped the tug on its side.

Forrest and Oliver said they were both on deck when the tug capsized. The body of Kelly was recovered about dawn from the stern compartment where he had been asleep, and that of Saulter from the water later in the morning.

Both tugboats are owned by the IBU-contracted G. & H. Towing Company of Galveston. Kelly had been on all of the bargaining committees since the company came under SIU contract in 1957.



Saulter



SS New Orleans, a converted C-4 manned by Seafarers on the coastwise run, launched the first direct water route between New York and Alaska, when it sailed recently from Port Elizabeth for the West Coast. Service includes stops at Oakland and Seattle to load cargo for Anchorage. Photo pictures the New Orleans being maneuvered by tug on an earlier run.

Coast Firemen's Meeting Gets Hall Report On Vital Issues

SAN FRANCISCO—Addressing the SIU Pacific District Marine Firemen's Union headquarters meeting here on April 16, SIUNA President Paul Hall reported on several key maritime developments, including the Russian wheat deal dispute, the SIU of Canada beef and the campaign to revitalize US-flag shipping.

Hall, introduced by SIUNA Vice-President William Jordan, who heads the MFOU, described to the Firemen the nature of the problems that American seamen face as a result of the attitudes of various Government agencies with respect to the American merchant marine. He pointed out that the policies of the Departments of State, Defense, Agriculture and Commerce have contributed to the decline of the American merchant marine.

The SIUNA president said that these policies were inimical to the welfare of the American seaman and he cited the Government agencies' handling of grain sales to Soviet nations as an example.

He also informed the Firemen that American steamship operators were not pulling their weight in

the attempt to revitalize the merchant marine. He said it was up to the unions to influence management to take a more aggressive attitude to stimulate shipping, so they would not depend primarily upon the unions to help resolve management problems, particularly on the West Coast.

Hall was in San Francisco to speak to the convention of the International Union of Operating Engineers, where he criticized Administration officials for "mouthing pro-labor cliches and hack phrases" and then doing a hatchet job on the labor movement. He said that "the labor movement must utilize all of its resources to fight for the little people of the nation."

If labor fails to reassert its power, Hall said, "this democracy will not work . . ."

Hall also held discussions with SIUNA Executive Vice-President Morris Weisberger and Vice-Presidents Ed Turner and Bill Jordan.

Long, Long Ago



SIU tugman Arvid Kunn and daughter Ulla point to spot on globe recalling where they started epic trip together across the Atlantic as escapees from Communist-held Estonia. Ulla, 3 years old at time in 1945, just got married. Dad is member of SIU Inland Boatmen's Union working for Curtis Bay Towing in Norfolk.

Marine Unions Rap New Waiver Policy

(Continued from page 3) In sufficient tonnage capacity, or on necessary sailing schedule, or at reasonable rates."

"We point out to you that the waiver being sought is completely unjustified," the union protest stated. It stressed that US ships are available in sufficient numbers and tonnage to meet necessary sailing schedules, and at reasonable rates for American ships.

"Under these circumstances," the unions said, "it would be highly illegal for a waiver to be granted that would permit the bypassing of US ship participation."

In urging immediate rejection of the waiver application, the Joint Maritime Committee said that "it is incumbent upon the Government agencies involved to carry out the intent of the law."

The union statement said it is apparent that the failure of various Government agencies to enforce the law for full US ship participation in Government-generated cargoes "has encouraged foreign governments to seek waivers in virtually every instance." The union telegram said that granting of the waiver would cause irreparable harm to American shipping, American seamen and our nation's best interest.

Copies of the wire were sent to President Johnson, Secretary of Commerce Luther Hodges, Secretary of Agriculture Orville Freeman, Secretary of State Dean Rusk, Secretary of Labor W. Willard Wirtz and Export-Import Bank President Harold F. Linder. AFL-CIO President George Meany was

advised of the Joint Committee message.

In addition to the \$100 million Export-Import Bank credit, the United States is supposed to provide that much more in agricultural commodities, which would represent some 1.5 million tons of surplus grain cargoes.

All together, nearly 3 million tons of goods are scheduled to be shipped from the United States to Italy under the aid program, including the Export-Import credit.

Western nations have promised Italy nearly \$1 billion in help to strengthen that country's financial position, with the US providing about one-fifth the full amount.

Labor Nixes State Atom Safety Rule

WASHINGTON—The AFL-CIO has urged the Labor Department to turn down a request by six states for blanket exemption from radiation safety standards and inspection under the Walsh-Healey Public Contracts Act.

Two months ago the Labor Department adopted its first set of radiation safety standards governing plants which manufacture goods for the Government. The safety code closely follows recommendations made by the AFL-CIO.

Arkansas, California, Kentucky, Mississippi, New York and Texas have agreements with the Atomic Energy Commission covering regulation of certain fissionable materials and contend that this makes Labor Department inspection procedures unnecessary.

The AFL-CIO has opposed the states' request at a Labor hearing, declaring that the "vital issue" is the "health and well-being of workers." It cited statistics showing "a serious inconsistency between the health and safety inspections of Federal Walsh-Healey inspectors and the health and safety inspections of state authorities."

Other labor testimony stressed that the desirable course would be for the Labor Department to enlarge its Walsh-Healey inspection force to enable it to carry out the necessary inspections in all states.

If this can't immediately be done, the AFL-CIO said, exemptions from Federal inspection should be given to a state "only after careful and continuing scrutiny" shows the state has an acceptable inspection procedure of its own.

By Cal Tanner, Executive Vice-President

Foreign Ships Get Preference Again

It's always interesting to watch how situations develop in this industry which have a vital affect on Seafarers' jobs and the jobs of all American seamen. It wasn't too long ago that the SIU and other AFL-CIO maritime unions were beefing about the raw deal handed us by some of the Government agencies on the grain sales and shipments to the Soviet Union and her satellites.

The original sale arrangements, announced last fall, put no limit on the amount of wheat and grains sold to the Soviet bloc that could go on American-flag vessels. However, this commitment was gradually watered down until it became a 50-50 commitment only on wheat and wheat flour sold to the Soviet Union.

The fight that developed last February arose when it became apparent that Government agencies, acting in the interest of the grain traders, were taking steps to evade top-level policy and pledges by cutting the 50-50 share for US-flag vessels and approving waivers on the use of American tonnage.

They had brought the situation to the point where US ships were getting only 21 percent of the total cargoes, forcing the unions to call a showdown and boycott on the whole shipment issue. The position of the maritime unions of course upheld the strict interpretation and application of 50-50. It went further than that, however, and made the unions' insistence on the use of American-flag ships in Government aid programs and in the Russian and satellite grain movements emphatically clear.

After a series of conferences and discussions on the whole issue, including a boycott on Russian grain movements by the International Longshoremen's Association, the unions made their point before top Cabinet officers and agency heads, and drastically changed the trend of American ship participation in the grain movement.

Now the same kind of situation is building up over a US Government waiver policy affecting what is supposed to be 100 percent American ship participation in cargoes financed by the Export-Import Bank. The details on this are carried in a feature story on page 3 of this issue, so it's enough to say here that we are on the same kind of merry-go-round again.

But a reading of the ship news

in different world markets makes it plain why this is happening. The American grain sales to the Soviets—and only after a union fight—were supposed to provide a boost for US-flag shipping and seamen's jobs.

But they provided a big score for foreign ships as well, when our participation was trimmed. Now, as foreign ships that were in the grain movement are beginning to lay up, the heat is on the American shipping industry again.

US agencies are just following the same old procedure of waiving American ship preference called for by law whenever there's a chance to boost foreign shipping at the expense of US shipping. They've been at it since the first 50-50 law was adopted in 1948 and haven't given up yet, even though a "permanent" 50-50 law went on the books ten years ago in 1954.

MTD Council Expands Role

BALTIMORE—The role of the Baltimore Port Council of the AFL-CIO Maritime Trades Department has been expanded to cover unions in the Greater Washington area, as a result of a recent meeting of the Atlantic Coast port councils of the MTD.

Announcing the development, Warren R. Leader, executive secretary-treasurer of the Baltimore council, said a number of unions in the Washington area will now be eligible for affiliation with the Baltimore group.

At the present time there are 30 local unions affiliated with the port council here, representing some 30,000 workers directly or indirectly associated with maritime activities in the port area.

Discussions of the problems of affiliation have already taken place between the Baltimore Port Council and J. C. Turner, president of the Washington Central Labor Union.

The Baltimore group was represented at the Atlantic Coast MTD conference by President William Kirchhoff, Vice-President Joseph Townsley and Leader, who is also SIU representative on the council.



Recent meeting of Baltimore MTD Port Council featured guest speaker Louis L. Goldstein, Comptroller of the State of Maryland and candidate for US Senate in Democratic primary. Goldstein (at center of head table in front of standees, left) addressed large labor gathering in meeting at SIU hall. Flanking him (l-r) are Council officers Dominic Fornare, president; Warren Leader, executive secretary; Joseph Townsley, vice-president, and John Riechenberg, executive board member.

Coffeetime In Norfolk



Visiting Norfolk SIU hall, delegation from International Longshoremen's Association tries out the coffee in the new structure during tour of the building facilities. Pictured (l-r) are Raymond Williams, president, ILA Local 1218; ILA Vice-President David Alston; ILA President Thomas W. Gleason, and SIU Port Agent Gordon Spencer. Peter Buono, business agent for Local 25 of the Operating Engineer's Marine Division, which has offices in building, is partially hidden (right).

President Johnson Urges Passage Of Medicare Bill

WASHINGTON—Faced by a House Ways and Means Committee deadlock on his medical care for the aged program, President Johnson called on Democratic Congressional leaders this week to pass the legislation at this session of Congress.

The President told the weekly White House Breakfast meeting of Democratic Congressional leaders that enactment of his program of medical care through Social Security was long overdue. Pledging his cooperation to the Administration, House Speaker John W. McCormack stated there was a reasonable chance for passage in the current legislative session.

Despite White House pressure, the President's program continues to be deadlocked in the House Ways and Means Committee after two weeks of negotiations. Committee members have revealed that no votes have been taken on the proposed bill and that no acceptable compromises have been produced.

The Administration-backed King-Anderson Bill, which is strongly supported by organized labor, would establish a national insurance program to provide financial protection to persons over 65

years old against the major costs of hospital care and hospital-related health services as part of the Social Security system. The program would be financed by a nominal increase in the Social Security tax.

Supporters of the measure have been unable to produce a majority in the Ways and Means Committee where it has been stalled since its introduction early last year. A majority of 13 is required in the 25-member committee.

The committee's 10 Republicans and three of its 15 Democrats are on record as opposing a system of medical care for the aged financed through an increased Social Security contribution. Since the Administration refuses to compromise on this crucial point, the King-Anderson bill remains deadlocked.

It has been reported that in an attempt to weaken the Administration's bill, the committee will introduce a measure which would increase the size of cash retirement benefits now paid out by the Social Security system. Rep. Wilbur Mills (D-Ark.), powerful chairman of the Ways and Means Committee, has already introduced such a bill and is expected to ask for the approval of members of his panel.

Since Social Security bills are revenue legislation, they can only originate in the House where they are debated under a procedure whereby amendments are prohibited. This means that there is no chance to get the essential provisions of the King-Anderson bill into any Social Security legislation that the committee reports out.

While the Senate is expected to add medical care provisions to any Social Security measures sent to it by the House, it is generally thought that they would be stricken out in the joint-conference committee which would compromise the differences between the two bodies. The joint conference committee would be composed of the senior members of the House Ways and Means Committee and the Senate Finance Committee who are known to oppose using Social Security to finance a medical care for the aged program.

Observers feel that the only hope for the Administration's medical care program now is the use of a little-known parliamentary device when the bill comes back from the Senate. The device would permit the House to vote on Senate medical care amendments directly, thus by-passing the roadblock represented by the joint conference committee.

Rail Accord Nets Basic Work Pact

WASHINGTON—A basic agreement on the terms of a new collective bargaining settlement between five railroad brotherhoods and 200 US railroads was achieved last week after 13 days of intensive top-level negotiations. The signing of the new pact averted an impending strike last Saturday.

The agreement, involving the "secondary" issues of the dispute, was characterized by a union spokesman as a "significant achievement." However, the agreement, which came near the expiration of a 15-day no-strike truce, must still be ratified by the rank-and-file membership of the brotherhoods involved.

Settlement of the dispute was reached with the aid of Secretary of Labor W. Willard Wirtz, working with four mediators, and with the almost daily intervention of President Johnson himself. He called the accord a "victory for collective bargaining."

The Supreme Court this week declined to hear the rail brotherhoods' appeal on what has been called the "primary" issue—that 90 percent of the rail firemen's jobs could be abolished—thus paving the way for the imposition of a work rule change program by management. According to the court decisions, previous mediation and arbitration panel rulings, the cancellation of the jobs will be affected by natural attrition as firemen are re-trained for different jobs, quit, die or retire.

The Brotherhood of Locomotive Firemen & Enginemen estimated

that about 3,000 firemen will be laid off May 7 with up to six months' separation pay, since they come under the ruling that firemen with less than two years of service or irregular work histories may be eliminated immediately.

Of the 40,000 firemen positions existing on the railroads, it is estimated that 30,000 ultimately would be eliminated by the program, 8,000 of them during the two-year duration of the arbitration award.

Major union gains, however, were made in the area of the "secondary" issues, involving manning crews for self-propelled vehicles, the mileage basis for daily pay, away-from-home expenses, paid holidays, and wage structures for yard employees.

The agreement, coming after 13 days of intensive negotiations, affects, in all, some 200,000 operating employees represented by the Conductors & Brakemen, Firemen & Enginemen, Switchmen, Engineers and Railroad Trainmen.

Representatives of the brotherhoods, in announcing the major agreement, said that although it fell short of satisfying all the important demands of the employees, "we recognize that significant gains have been made."

"The groundwork for collective bargaining in the railroad industry has been reestablished," they declared. "We hope it will promote true cooperation and meaningful communication between labor and management."

The rail dispute began back in 1959, when the railroads made it known that they wanted sweeping changes in work rules allowing them to eliminate thousands of jobs. They then opened a national publicity campaign to enlist public support of the job-cutting demands.

SIU Fish Union Sees Anchovies As Good Catch

MONTERREY — Faced with an almost-total decline of sardine catches in the past few years, the SIUNA-affiliated Seine and Line Fishermen's Union of Monterey (Calif.) is studying the development of a market for canned anchovies.

The union feels that a sound fishing industry can be created if a greater demand for canned anchovies can be developed. The Seine and Line Fishermen say they are encouraged by the great abundance of California anchovy, which is estimated at 4 million tons.

Sardines, which previously served as one of the union's major catches, have practically disappeared. From a 15,800 ton catch in 1961, last year's 1963 haul was only 1,200 tons, 7 percent of the total two years before.

Cooperating with the Monterey Bay canning industry, the unions have made a joint application to the California Fish and Game Commission for 15,000 tons of anchovies for reduction. It is felt that if the application is approved, job opportunities would then begin to open up for the fishermen. Hearings on the request will be held May 11, 1964.



By Al Kerr, Secretary-Treasurer

In the past issues of the Seafarers LOG during the last three or four months, this column has been dealing with the various benefits to which the membership is entitled from the Welfare, Pension and Vacation Plans. However, it seems very few of the members realize the number of benefits that are handled through these plans and the amount of money paid out in benefits. True, the statistical figures of Plans such as ours are ordinarily of little concern to the individual. But in this instance, each and every member of the Union should be interested because the number of claims paid, the amount of the claims paid and other statistics of this nature help determine if the Plans are capable of paying additional benefits and in what form.

During the fiscal year of December 1, 1961 through November 30, 1962, the Seafarers Welfare and Pension Plans paid out a total of 25,160 claims, which means that after eliminating Saturdays, Sundays and holidays, the Plans were handling over 100 claims per day which called for a total pay-out of money during this period of \$3,370,212.

In the next year of operation, ending on November 30, 1963, these same two plans had paid a total of 31,185 claims, which was an increase over the previous year of 6,025 claims or an increase of 24 claims per working day. The dollar amount paid out during this period was \$4,058,210.48 or an increase of \$687,998.48 over the previous year.

For the same fiscal year ending November 30, 1962, the Seafarers Vacation Plan had processed a total of 16,738 vacation claims for a total paid out in vacation during this period of \$3,156,802.26. During the next fiscal year ending November 30, 1963, the Vacation Plan had processed a total of 17,325 claims for a total paid out in vacation of \$5,492,548.33 which gives an increase of \$2,335,746.07 paid out in vacations in 1963 over the like period in 1962.

A little arithmetic shows that the Welfare, Pension and Vacation Plans have therefore paid out to our membership for themselves and their dependents the sum of \$9,550,758.81 during the fiscal year ending November 30, 1963.

Speaking of dependents, it is well to remember that this program is an important part of the Plans to which dependents of members are eligible. Only recently one of our brothers while in the Port of New York expressed his desire to thank the membership, trustees and officials for having established such a program as Dependent Benefits. Because of such a program, his polio crippled son will now be able to walk. The wives of various Seafarers have also expressed their thanks for this particular benefit, as one wife recently said, "The Union and its Welfare Plan were like having money in the bank during the period of time that our son was seriously ill in the hospital and my husband was out at sea."

As mentioned here previously, questions concerning any of the Union's Plans are most welcome, and the brothers or their wives are reminded that if there is any aspect of the benefit plans that they do not fully understand, we will make every effort to see that they are provided with the proper answers.

Forsakes Sea For Disc Biz

NEW YORK—The closest the average Seafarer comes to Tin Pan Alley is listening to an occasional juke box rendition of a sea ballad.

Former SIU member Sidney Frey, however, not only left the sea for the record business, but has ended up as president of one of the country's major recording companies.

Frey is now president of Audio Fidelity, Inc. which produces records and tape recordings in this country, Canada, England and Brazil.

His association with the SIU began in Baltimore in 1943, after which he sailed as a member of the deck department until 1946.

Frey says he still gets the LOG regularly and that "it is always a refreshing bit of nostalgia" every time he gets to read it.

While he was a long way from the record business in his seafaring days, his closest connection to the maritime industry these days appears to be an album in his company's catalog entitled "Rolling Sea Shanties."

Audio Fidelity markets its records under its full name and the "AF" label.



Five More Seafarers Retire On Pensions

NEW YORK—Five more Seafarers have been added to the list of pensioners drawing a \$150 monthly check for life. All five of the men, who were recently approved by the joint panel of SIU-shipowner trustees for the SIU's retirement program, are retiring on disability pensions.

The five are Dudley T. Whittaker, 65; William H. Moody, 66;



Reyes

Moody

Pedro Reyes, 43; Byron J. Ricketts, 64; Edward Samrock, 65.

Whittaker, a member of the steward department since signing on with the SIU in 1941, now makes his home in New York City. He is a native of Louisiana and last sailed aboard the Robin Gray (Robin Line).

Moody, who joined the SIU at New York in 1945, sailed in the engine department. He signed off the Coe Victory (Victory Carri-



Samrock

Ricketts

ers) on his last voyage and now makes his home in Watertown, Mass.

Reyes, born in Puerto Rico and now residing in the Bronx, NY, first joined the SIU 20 years ago

at Norfolk and has sailed in the deck department for most of that time. His last ship was the Seatrain New York (Seatrain Lines).

Ricketts is a Baltimore resident who joined the SIU at Boston in 1938, and sailed in the steward department. A native of Jamaica, BWI, his last ship was the Robin Trent (Robin Line).

A native of Germany, Samrock first sailed out of Norfolk 26 years ago and has spent most of that seafaring in the engine department. Presently, he makes his home in Carmen, Oklahoma where he plans to spend his retirement in leisure.



SIU oldtimer Dudley T. Whittaker (left) receives first monthly pension check from SIU headquarters rep. Ed Mooney. Dudley was formerly on the Robin Gray.

For 'Modest But Adequate' Living

NY Family Of Four Needs \$125 Weekly, Study Finds

NEW YORK—A "modest but adequate" standard of living for a family of four in New York City requires an income of \$125.51 per week, or \$6,527 per year, the Community Council of Greater New York said.

The figures were disclosed by the council's Budget Standard Service which compiles the price survey for use by welfare agencies to measure ability to pay for social and health services and as a guide in counseling on financial management. "The guideline budgets... are considered satisfactory standards of living but not for building a backlog to meet family emergencies or crisis requirements," a statement said.

The council's budget for a family of four was first figured on October 1963 prices and taxes which indicated a weekly income of \$128.29 and an annual figure of \$6,671. The recently enacted Federal tax cut produced the lower income budget of \$125.51 and \$6,527.

The basic budget covers a breadwinner, a housewife, a 13-year-old boy and an 8-year-old girl. Others cover representative family types including an elderly couple, for which the council estimates earnings of \$62.14 a week or \$3,321 per year are needed to live at the "modest but adequate" standard.

Living Costs Up

The cost of goods and services in 1963 for a family of four, the study showed, increased 2.4 percent over the 1962 standard. The council explained that although the Department of Labor's Consumer Price Index showed an annual increase of only 1.1 percent, the higher increase in the council's figures stems from specified standards compared to the average experience of all families in the CPI at widely differing standards of living.

Cost of clothing, housing, recreation, education, city taxes, medical costs and other areas all moved upward during the year.

The mix of expenditures differs greatly with families of different composition, the council noted, pointing out that on medical care the costs for the elderly averaged three times the costs for children from 6 to 17.

In terms of differing family sizes and ages, the council showed a range in annual costs before tax adjustment of from \$2,044 for an elderly unemployed woman

living alone to \$7,947 for a family of five with three children from 10 to 13 and parents under 40.

Kill House Bill Posing Threat To Waterways

WASHINGTON — Legislation that would have destroyed the competitive advantages of barge carriers using the inland waterways was killed this week by the House Rules Committee.

A bi-partisan 8-7 committee vote refused to allow clearance for floor consideration of a bill whose purported purpose was to increase competition in the nation's surface transportation. The bill would have actually favored railroads by doing away with minimum rail freight rates, particularly on agricultural products.

Barge operators charged the legislation would mean their rates would be undercut. Grain shippers also regarded the bill as a threat, since they contended that it would eventually leave the railroads as their only means of transportation. In the event that the railroads succeeded in eliminating their competition, the shippers feared that rail rates would promptly go up.

Opposition to the House proposal was also recently voiced by Rep. Ed Edmondson (D-Okla.) at a meeting of the New York State Waterways Association. In Edmondson's view, the bill would have wrecked the future of barge transportation in the country.

It has been reported that President Johnson assured the railroads of his support of the bill as a result of the settlement of the national rail dispute on April 22.

Changing Your Address?

If you have moved, make it a point to notify both the Union and the Seafarers Welfare Plan of your new address. Do it now!



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

Labor Backs Medicare Bill

Shipping around New York is exceptionally good these days and from all indications it will remain this way for some time. The Medicare Bill is in the House of Representatives now and Seafarers and all members of the labor movement should write their representatives and tell them that they support this bill 100%.

The baseball season is on in New York now and so is the World's Fair, so if you want to ship out of New York, there's no time like the present. Ed Pollock recently stopped by the New York Hall to say hello. Ed's been shipping on the New Yorker as an oiler.

Other familiar faces around the New York hall these days are Don Watson, Willis Thompson, Tony Scaturro and Warren Cassidy. We also saw E.B. Collins and George Austin at the New York Hall, and we heard them engaged in a hot discussion about how many games the "Mets" are going to win this year.

Shipping from Boston has been a little on the slow bell, due to the fact that two ships that were expected to go to Russia with grain were diverted from Boston to the Gulf for loading and crewing up. Lindsay McDonald dropped into the Boston Hall recently to visit with his former shipmates and to see how things are going. Lindsay retired in 1962 after 25 years with the SIU, and nowadays he can be seen at the

hall playing a hand of cards and talking about how handy that SIU pension is to him and his wife. William "Blackie" Willdridge just came back from Russia and was in the Boston Hall to register for another trip. "Blackie" is quite a singer and he says that he's going to devote some of his future time to cutting some records and seeing if he can write a "hit" song. Charlie Connell is also just back from Russia and he said he was glad to be back in Boston to register for another ship and spend some time with his family.

Shipping has been a little slow in Philadelphia lately with the exception of the engine department, where jobs are a little more plentiful. The SIU United Industrial Workers recently won reinstatement and back pay for ten employees dismissed at the SIU-UIW contracted National Fiberstock Company in Philadelphia. Comar Knight, who was around the Philly Hall recently said that he can't help but remember how bad it was before the days of the SIU and what great strides the Union has made in providing decent conditions for the seaman.

The Philadelphia AFL-CIO has pledged itself to campaign against any representative in the Pennsylvania legislature who voted for the Scranton Unemployment Compensation Bill. The AFL-CIO Maritime Port Council has been supporting Bill Green Jr., who is running for Congressman of the Fifth Congressional District in Pennsylvania. New three-year contracts were recently signed at the SIU United Industrial Workers-contracted Trojan Manufacturing Company and the Wilson Marine Company.

Shipping in Baltimore has been very good for the last two weeks as we had 124 men shipped and 185 registered, and the picture for the next two weeks remains very good. At the present time we have the Alamar and the Marymar tied up in Baltimore. The Alamar is expected to crew up on May 6. Calmar has three C-4's in the shipyard now and work is coming along fast with both day and night shifts working.

The Retail Clerks struck the American stores in Baltimore and as a result the company locked out all the employees in the chain. At the present time the clerks have appealed to the courts for an injunction against American and the court has given the chain stores 72 hours to show cause as to why their stores should not be opened to the public. Exactly 6,000 employees are locked out now.

Wesley Young is now registered in Baltimore after four months sailing as chief steward aboard the Afoundria. Wes has been a mem-

ber of the SIU since 1942. He is now registered and after a short vacation ashore he will ship out again. Grover Cobbler just arrived in Baltimore from India where he was hospitalized after taking sick aboard the A&J Victory in Calcutta. Bill Dunnigan is now registered in Baltimore after being on the Mobile for the past seven and a half months. Bill said that he wants no part of the Alaska run after being on the Puerto Rico run for so long and he's now on the beach waiting for a nice sunny trip.

Shipping has been a little on the slow side in Norfolk for the past few weeks. Contract negotiations by the SIU United Industrial Workers in Norfolk are presently being conducted with Old Dominion Marine Railway, Craig Brothers Marine Railway, Coal Terminal Company and the Gulf Atlantic Company. Jack Wise, who's been sailing with the SIU for 20 years, has been around the Norfolk Hall after signing off the Achilles after it was laid up in Mobile. Jack said that he was on his way to Nags Head, North Carolina to do some fishing. Tommy Stubbs was also around the Baltimore Hall the other day, and the 10-year SIU member said that he just bought a new trailer and that he's going to try it out for a while before shipping out again. Tommy last shipped on the Morning Light.

There's plenty of news on the labor front in Puerto Rico. Governor Munoz Marin is studying a plan directed toward promoting five years of uninterrupted labor-management peace. The basic idea is to settle disputes before they grow into strikes. The Puerto Rico Federation of Municipal Employees (AFL-CIO) has urged the Senate State and Municipal Government Committee to approve a proposed \$5 million appropriation which would enable the islands' 76 municipalities to pay a \$110 monthly minimum salary. A special subcommittee of the US Senate will hold hearings here to determine if some of the corporations are using their island branches to dodge taxes on the mainland. Senator E. L. Bartlett, will chair the committee.

Juan Reyes is taking it easy in Puerto Rico for a while after having a serious accident at home received while performing a "do-it-yourself" job. Juan had been keeping things in shape in the San Juan engine room for the past six months. Jose Ramos, after an intercoastal run on the San Juan, is resting up for a crack at a galley job. And any ship looking for grade "A" service will find Juan Maldonado ready and waiting at the hall—except when the "track" is operating.

Ocean Bottom To Be Studied By US, French

SAN JUAN—Scientists, who are always trying to get to the bottom of things, are turning their attention more and more toward the seas and are planning to get to the bottom, or at least pretty close to the bottom, of that too.

The next exploration of "inner space," as the huge areas beneath the earth's oceans are called, is scheduled to be made by the French-built bathyscaph Archimede, based at the US Naval station in this port. The diving is to begin in May and should continue for at least three months.

The first job to be tackled by "Operation Deepscan" is an exploration more than four miles below the surface of the sea in the Puerto Rico Trench, the deepest spot in the Atlantic Ocean. US and French scientists will go below in the 70 foot long by 26 foot high submarine laboratory to measure the pressure, temperature, and speed of sound in the water and marine life.

Three men at a time will go down in the 450 mile long trench which is about 70 miles north of Puerto Rico. The trench is 30,800 feet deep at its deepest point.

The Archimede is reportedly capable of diving seven miles and is capable of considerable underwater mobility.

The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

Gulf Political Scene Active

From Mobile comes word that unions affiliated with the Mobile Maritime Port Council are actively and energetically campaigning for labor-endorsed candidates in the coming primary election. A lot of this type of activity also is going on in Texas and Florida, as we reported in the last issue of the SEAFARERS LOG.

Since then the West Gulf Port Council of the Maritime Trades Department and the Houston Dock and Marine Council of the International Longshoremen's Association held a highly successful joint political meeting in the Houston SIU Hall. The principal speaker was US Senator Ralph Yarborough, who is seeking the Democratic nomination for reelection in a hot campaign. Besides the Senator, who has the AFL-CIO endorsement, 25 other candidates for various state and local offices spoke at the meeting.

Both councils reaffirmed endorsements previously made by the Harris County AFL-CIO in 12 races and endorsed several other candidates in addition.

In Tampa, voter registration hit a new high with 167,166 qualified to vote. Percentagewise, this is a much higher proportion of the total population registered to vote than will be found in some of the port cities in other states around the Gulf. The difference is that the registration laws in Florida are designed to encourage rather than discourage voter qualification. Besides, an all-out effort is made to register everyone who meets the legal requirements of age and citizenship. Such gimmicks as mobile registration units are used to provide neighborhood service for ease and convenience in signing the rolls.

For a quick glance at the shipping picture around the Gulf, it has been slow in Mobile and good in Tampa, New Orleans and Houston. The Penn Transporter crewed up in Tampa, taking everyone off the beach there who was ready to ship out. Mobile looks for shipping to pick up slightly and the outlook appears good for Houston and New Orleans.

One of the real SIU oldtimers, Clyde S. Rayford, is on the beach in Mobile, relaxing at home with his family. His last ship was the Alcoa Roamer. Rayford ships as bosun, carpenter or AB and is registered in group 2 for his next trip. His son started shipping in the SIU. He now is a licensed engineer and works as a marine inspector.

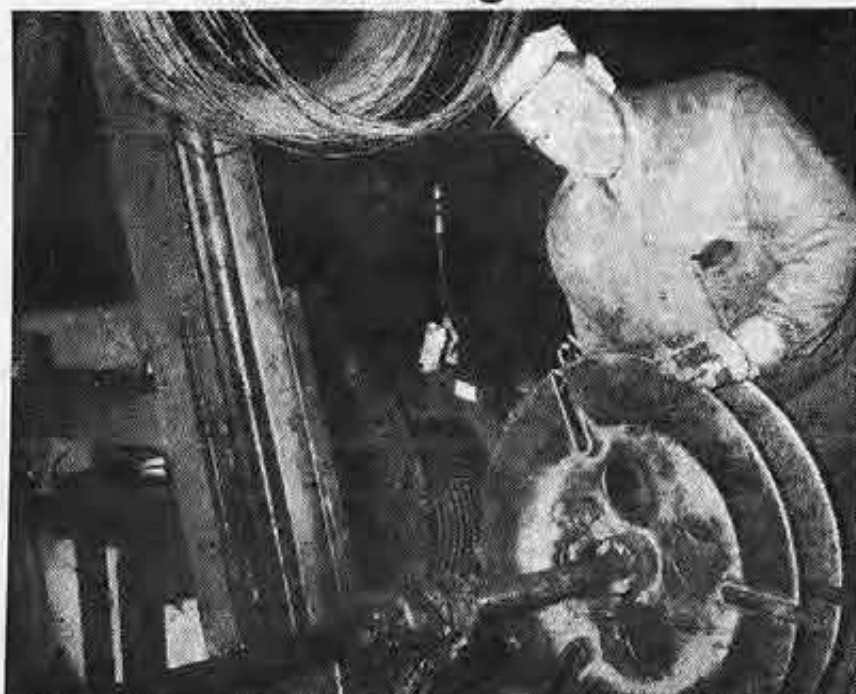
Sal Rallo is back in Mobile, registered in group 1, after getting off the Del Santos where he had the bosun's job. Others registered in Mobile include John P. Forgette of Bayou-La-Batre, Ala., who last sailed as pumpman on the York; Hubert H. Johnson, who got off the Margaret Brown for a rest and is registered for another chief electrician's job; Joseph Hall who was chief cook on the Santore his last trip, and Clarence J. Nall who was chief steward on the Fanwood when the ship was sold by Waterman to Epiphany Tankers.

A note from Jack C. Trosclair informs us that at the time he wrote us from Baytown, Texas, he was bosun on the supertanker Achilles. Isidore Levy is registered to ship in the deck department out of Houston, where he lives with his family. He has been sailing since 1937 and says he likes Houston because of the good shipping he finds there. Grady K. Brown of Bremond, Texas, got off the Seneca for a bit of surgical repair at the Galveston USPHS Hospital. He is recuperating in good style and expects to be "fit for duty" again soon. William G. McDonald, who sails in all steward department ratings, went over to Houston from his home in Slidell, La., to ship and says he will take the first job that hits the board for a long trip. He is married and has two children, a girl, 9, and a boy, 8, who attend school in Slidell.

Earl W. Herring Jr. and V. T. Yates say they expect to stay on the beach in Tampa for a while. Herring, who just got off the Bradford Island, profitably whiles away his time ashore with commercial fishing as a sideline.

Some of the "young oldtimers" and "old oldtimers" on the beach in New Orleans include George Esteve, Frank Russo, Joe Gagliano, John Long, W. T. Hardeman, Bill Walker, John Picou and Brown Huszar.

Job For A Big Wheel



"Spool" for a length of wire rope is checked out by Joe White, a member of the SIU United Industrial Workers at the British Wire Rope plant, Elizabeth, N.J. The UIW company manufactures a variety of wire and cable products for industrial and marine use.

3 SIU TUGBOAT OLDTIMERS RETIRE

BALTIMORE—An SIU tugboat veteran from Aransas Pass, Texas, joined with two oldtimers in this port to make up the trio of SIU Inland Boatmen's Union pensioners retired on Union benefits last month. Prior to their retirement, all three had varied careers in the nation's harbors and inland waterways.

The only one of the three to go on a disability pension, Joseph Mrozek, 60, was with the Curtis Bay Towing Company of Baltimore for most of his life. He started with Curtis Bay in 1920 and finished his career in the same fleet 43 years later. Mrozek last worked as a deckhand.

He switched his home port from Baltimore to Brooklyn, N.Y., a while back and intends to retire in Brooklyn with his wife Elsie.

Another Curtis Bay veteran, Roscoe F. Conklin, 65, is going on a normal pension after a varied boating career. His first job was with the Eastern Transportation Company from 1926 to 1944, followed by a three-year stint with the Chesapeake Light Company.

Conklin began with Curtis Bay in 1951 and remained in the fleet until his current retirement as a chief engineer. He was born in



Mrozek

Virginia and now makes his home in Linthicum Heights, Md., with his wife Lillian.

The Gulf member of the IBU trio is Benjamin I. Underwood, 65, who's also retiring on a normal pension. He too worked in the engine department and has been with the G&H Towing Company fleet since 1948. G&H operates one of the largest tug and towboat fleets in the entire Gulf.

Underwood originally hails from Ypsilanti, Mich., but has been a



Conklin



Underwood

Texan for many years with his wife Muri. They have two grown daughters.

Va. Bridge-Tunnel Opened Last Month

VIRGINIA BEACH, Va.—Before the 17.5 mile long bridge-tunnel across the mouth of the Chesapeake Bay was opened here last month, a combination of surging seas and other unexpected problems kept the opening date in a constant state of flux.

Although at its mainland end the crossing is four miles inside Chesapeake Bay, it curves eastward and meets the Atlantic near Virginia's Eastern Shore peninsula. The bridge-tunnel starts at Chesapeake Bay Beach here on the mainland and goes to Wise Point on the Eastern Shore.

In her angrier moods, the sea wrecked a \$1.5 million bargeborne pile driver, broke floating pipelines from hydraulic dredges and carried them away, hampered construction of the islands, tumbled a 300-foot steel tunnel section out of its bay bottom bed, and delayed movement of men and materials from the shore to work sites.

The crossing consists of 12 miles of low level trestle, 2 miles of causeway, two bridges and two tunnels. Each tunnel, about one mile in length, is anchored by two islands made by dredging sand from the bay bottom and buttressing it with rock. Each island has an area surface of eight miles.

Six men were killed while working on the bridge-tunnel here. A seventh was killed in a fall while

constructing the tunnel sections at Orange, Tex.

Of the six killed here, two died in a boiler explosion on a dredge; two in the collapse of a crane boom; one when struck by a broken cable, and one by electrocution when he picked up a wrench while standing in water in a cofferdam on an island.

The bridge-tunnel, replacing ferry service across the Bay, brings tidewater Virginia a good deal closer to the northeastern megalopolis stretching from Boston to Delaware and Washington.

SIU Taxi Union Gets Vote OK From NLRB

DETROIT—A major bottleneck has been cleared in the two-year struggle of the SIUNA-affiliated Transportation Services & Allied Workers to obtain a National Labor Relations Board representation election among Checker Cab drivers here.

In 1962, an organizing drive by TS&AW Local 10 gained over 1,200 pledge cards from Checker Cab drivers and the Union petitioned the NLRB for an election. However, the company obtained a Federal District Court injunction preventing the NLRB from holding the election pending a decision in a case involving a similar company.

The court decision was finally handed down in March, and says in effect that the lower Federal courts should not involve themselves in NLRB matters concerning the description of a unit of multi-employees until after the election is held. When it originally ordered the election, the NLRB held that the 281 owners who make up the Checker Cab Company are actually one unit.

This decision held closely to the unit and eligibility provisions sought by the Union. The company had held that each owner represented a separate unit.

TS&AW Local 10's program for a Checker Cab driver's contract includes a sound company-paid health and welfare program for drivers and their families; company-paid pension plan; democratic union elections; no discrimination on assignments of calls; fully protective grievance procedures, and provision for regular membership meetings at a time convenient to members.

District Judge Won't Play Ball

OKLAHOMA CITY—A District Court judge here has refused to play ball with a ballplayer seeking unemployment compensation for the portion of the year when he doesn't play ball.

The judge ruled that a baseball player under an annual contract can't draw unemployment checks during the off season even though he can't find satisfactory work in his field. In so doing he reversed a ruling of the Oklahoma Employment Security Commission and the state review board. They had ruled that Lee W. Tate, a second baseman for the Denver Bears, was entitled to unemployment compensation during the winter months.

Considered Employed

When a player is under annual contract, the judge ruled, he is employed, even though his services are not used by the team all year.

Since he's not dealing with an umpire, Tate, who earned \$1,300 a month during the regular five-month playing season, can appeal the judge's decision to the Oklahoma Supreme Court if he likes.

Landlocked Nations Seek Sea Rights

PARIS — The landlocked nations of the world, those without a seacoast or any natural access to the sea, are pressing for an international agreement guaranteeing their sea rights.

The agenda of the current Geneva conference on the problems of underdeveloped countries covers almost all the problems such nations might encounter, but not the problem of being without a seacoast. Led by Afghanistan however, they are seeking an international law covering this lack.

For these countries, free access to the air is not enough because air express is expensive and they are poor. Most of the time a landlocked nation can carry on its trade without trouble because their neighbors impose no restriction on the passage of imports and exports to and from the sea.

But "whenever a transit country wants to put pressure on a landlocked neighbor, it can," the representative of Afghanistan pointed out, by closing the border or saying that there are no available trains to move the goods. Afghanistan has had this experience twice when Pakistan used these or other devices to achieve the same effect.

The list of landlocked nations includes Bolivia and Paraguay in South America; Afghanistan, Nepal, Laos and Mongolia in Asia; Austria, Czechoslovakia, Hungary, Luxembourg and Switzerland in Europe, and 10 countries in Africa.

Although the problem of free access to the sea is an old one, there is only one limited international code that covers the situation. This is the Treaty of Barcelona which covers only three of Europe's landlocked countries.

The subject has been debated in the UN and other forums to the point where the text of an international convention is pretty well agreed upon. The Geneva conference has been seized upon by the underdeveloped nations as the best place to push it through if they can.

The T-2 tanker *Transerie* (Hudson Waterways) was one of the few American-flag vessels chartered to carry grain to the Soviet Union. But that came only after considerable pressure from the maritime unions which forced the politicians to live up to some former promises. Local press, TV and radio



aided greatly in providing the public with information regarding the problem facing the dockworkers and the seafarers, whose very existence depended upon a fair shake under the 50-50 shipping program. The union action managed to get results, and the ships started moving.

I had always wanted to visit the Soviet Union. Not for any particular political reasons but, to see for myself, to get a first-hand impression of a certain way of life. And, mainly, I am a numismatist, and I didn't have a complete set of Russian coins.

Sailing in the steward department, and not being particular about a job, I managed to make the saloon messman's job on the *Transerie*, then at Norfolk.

Some seven days later, and with a full load of grain for Odessa, Russia, we departed Norfolk on March 13, 1964.

The Atlantic crossing would be a hectic one, I knew, for this time of year. We didn't stop rolling until we docked at the port of Ceuta, Spanish Morocco, some 11 days later. Within eight hours we bunkered, took on fresh water, and commenced our journey across the vast stretch of the Mediterranean Sea, still rolling from starboard to port, and vice-versa.

Much of our aggravation seemed to be at an end upon entering the Dardanelles. Passing by Istanbul, Turkey, at slow bell, gave all hands something to talk about during the leisure hours of the evening.



Our arrival at Odessa, located on the southeastern corner of the Ukraine, was one long, drawn-out mass of red tape. To my amazement, most of the ship's business was handled by the weaker-sex. I believe that the only two men I saw were the agent for Hudson Waterways, and the immigration officer who gathered our seamen's documents so that passes could be made up.

But, with a midnight street curfew, not many of the Seafarers were interested in venturing out. Anyone losing his pass would pay a 10-ruble fine, about \$11. The one rule to abide by was the last: "Obey all laws in force in the Soviet Union," whatever they were.

The following morning, about 9 AM, two ladies from the local CCCP bank came aboard the vessel, setting up shop in the midships rec room. They were there to change the American dollar into the Russian ruble. The rate of exchange was one ruble for \$1.11.

Once the crew had purchased the desired amounts of rubles, I became involved in a conversation with the lady, who spoke fluent English. I had a coin book with me, and asked her if it were possible for me to obtain a complete set of the Russian coinage system for my collection.

She agreed to help but later discovered she had brought along no 5-kopek or 15-kopek coins. But she did give me the address of the bank, hastily scribbled on a note in Russian. She told me to show the note at the bank and there she would assist me completely. She was quite taken aback when I showed her several coins and asked if there were any coin collectors in the Soviet Union, clubs of people in the numismatic field, and if she knew of any locally. After thinking for awhile she

TO RUSSIA WITH GRAIN

Seafarer's Account of Odessa Trip

By Seafarer Charles E. Rawlings, Book R-639

admitted she wasn't "up to date on that hobby. I do believe that some of our children have this hobby but, as for the adults, we don't have time for such nonsense."

Finally, upon leaving the vessel, I had to clear through two Russian soldiers at the gangway. I had to produce my pass, along with my seaman's documents. The Russian soldier took my pass, eyed me closely, then checked the photograph on my seaman's papers. Next, he tore the pass along the perforated edges, keeping the smaller portion, and returned the larger. He also kept the documents. I was then free to leave the ship.

I walked along the almost one mile of dock (Noyeta). Tons of machinery and various size trucks were awaiting export to countries getting Soviet lend-lease. Much of the equipment was destined for Vizagapatam, India. At the main gate, I had to clear through a policeman. Strangely enough, he was a real gentleman. Very polite. I walked up the hilly street into the city, about 15 minutes' walk from the main dock gate.

The International Seaman's Club awaits the visitor. The club is decorative enough, something of a palace left over from the days of the Czars. One can learn all about the Soviet system at the International Seaman's Club of Odessa.

On the street I stopped a well-dressed gentleman (I saw very few in Odessa), and asked him where the bank was located, handing him the piece of paper on which the lady from the bank had scribbled the note. He read the paper, rattled off something and, from his motions, I guessed he said to "go up a block, turn right, and you will find the bank on the corner." I did just that, and easily found the bank.

I entered the huge bank building, showed the guard my note, and he pointed up the marble steps. I made my way to the second floor, stepped into the banking section, and located the lady with whom I had spoken aboard the *Transerie*.

"In what way may we serve you today?" she asked, politely, giving me a smile.

"I have come to inquire again about the coin sets that we discussed yesterday," I answered, adding that "I would like to have the newest ones possible, if it is not too bothersome."

"Not at all," she replied, "but it will take a little time to arrange them. How many sets do you wish?"

I counted my rubles and told her six, then I paused and asked her to wait a moment. She came over closer to the counter as I took a typed list from my pocket.

She looked at me, amazed, and took the slip from my hand and read it herself. Then she asked me if all of the people on the list were my friends.

"I should hope so," I replied. "And that you know all of them personally?"

"Most of them," I replied, "but I haven't met Mr. Sherer yet, although we are members of the same Numismatic Association," I answered. "We've exchanged some correspondence," I added.

"And you are just going to give these people these sets of coins?" she asked, amazed.

"Certainly," I answered, adding, "Why shouldn't I? They have no visible means of obtaining a set, and it will be a means of establishing a friendship." She departed puzzled.

It must have been 45 minutes before she returned to the counter with a double handful of coins. She stacked the rubles into one pile, and the various denominations of kopeks into other piles.

"Your six sets are completed, sir," she said, and commenced counting them up so as to give me a total of their cost. My cost was 12 rubles and 86 kopeks, plus a 50-kopek service charge.

I stopped in one of the general stores, where one can purchase anything from candy to booze. I stopped at the candy counter to get a *Sokolade-Laima* (a chocolate bar of large size from Riga, Latvia) and noticed a peculiar system which soon had me going in circles. The clerk in the store does not handle any money at all. One has to go to the State Cashier, make his purchase first, then carry the ticket or receipt to the clerk for the item purchased. It was so confusing I bought six candy bars so that I would not have to go through the same procedure again.

Later I arrived at the Seaman's Club just about the time that the free bus service from the ship to the Club was arriving. I saw many of our crew alight from the bus, and we all went into the Club.

The *Transerie's* master, Captain Hole, "Sparks," the 2nd and 3rd mates, all decided to go to the ballet, also free under the system. I decided to just look around.

After they had departed for the

ballet, I was approached by one of the hostesses of the club. Immediately, she impressed me. She had been instructed to show us around the Club, and I learned that she was a local school teacher, and that she was also a devout believer in the Soviet system.

All through the ancient palace there was Communist propaganda and literature, from the "Moscow News" to the complete works of Lenin.

"Here is some interesting matter," she said, handing me a pamphlet. It was entitled "The Rights of the Factory (Office) Trade Union Committee in the USSR," by V. Nikitinsky (sic.). Another booklet she handed me was called "Grievance Procedures in the USSR," which, I feel, must have been written by The Firing-Squad boys in some back alley.

Another booklet she handed to me was entitled, "How Labor Disputes Are Settled in the Soviet Union," by N. Khrushchev himself. All of the booklets mentioned were available free.

This procedure went on for what seemed like hours and hours, and was getting duller by the minute. "Don't you have any twist-dance records?" I asked her. She looked at me as though I was crazy.

By this time, an old acquaintance of mine from Baltimore came in to the library. Mel is the chief pumpman on the *Transbay*, and that ship had come in about the same time we hit Odessa. We greeted each other and fell into a nonchalant conversation.

She asked Mel his opinion of the JFK, Oswald and Ruby incident.

Naturally, Mel thought that Oswald must have been some sort of psycho case and said so; then he said the same of Ruby. Then, this chick pops in with: "Your country must be run by lunatics."

Now Mel really tuned in. He told her that he didn't believe that old line and, pausing a moment, said; "At least we don't run around the country shooting our opposition by the thousands or disposing of them via the salt-mines."



Angrily, the gal came back: "And where is that done?"

"Why here in Russia, where else?" "Our government never does things like that," she answered quickly.

Then Mel came in and said, "No? Then tell me what happened to Beria and his gang of mobsters when they tried to beat Krushy to the prize seat?"

"I think you are all liars," she said hotly, "and furthermore, Beria was an enemy of the people. He's around someplace."

Then she departed.

Shortly before leaving Odessa, I happened to be at the Club to buy a set of Russian dolls for our home. I saw the same girl at the desk near the souvenir stand. She looked my way and I greeted her warmly. She came from behind the desk. "I don't think you Americans are friendly at all," she said. "I think you make fun of my English and fun of my people. You couldn't be friendly if you wanted to."

"Listen, you're a sensible sort," I assured her. "We don't attach friendship to some political gimmick and we don't sell friendship. I believe, for us Americans, friendship just happens. Either you like a person or you don't, it's that simple."

"Furthermore, how do you know we are not a friendly sort of people? We are probably the first real Americans that you have ever met, and then again you don't really even know me. Friendship comes from the heart, not some silly political magazine. Think it over."

She looked at me, puzzled, then smiled, somewhat forcibly. I called back to her: "Good-bye, friend."

Soon after, we sailed from Odessa, Russia. To us, it was the loneliest city in the whole wide world.



This is one of the main streets in the Russian Black Sea Port of Odessa, where the first shipments of US grain to Russia arrived. The opera house is at one end of the street and provides some of the city's entertainment.



Beef Box

By Robert A. Matthews,

Vice-President, Contracts, & Bill Hall, Headquarters Rep. Call-Back Overtime Discussed

A number of questions were involved in an exchange of correspondence between the Contract Department at SIU headquarters and Brother Joseph I. Briant, ship's delegate aboard the SS Niagara. Since these and similar problems keep coming up aboard ship, the correspondence is carried here in its entirety, based on the information supplied by Briant in his original letter.

Question No. 1: Call-Back To Shift Ship on a Weekend. Summary: A call-back to shift ship was posted on the board for 3 PM on Sunday. Some of the sailors were working OT that day, cleaning cargo holes prior to loading grain. Now, as the ship didn't actually shift until after 5 PM, the men continued their work until 5 PM. These men put in for OT covering their work in the holes plus the 4-hour call-back time from 3 PM, which created an overlap of 2 hours in OT.

The mate contends this is pyramiding overtime, and disputed the overtime for the men who were working at the time. He says that only the men who were off duty at the time and who were actually called back are entitled to the 4 hours' time that is allowable. **Problem:** Are the men who were working prior to the posted call-back entitled to the 4 hours in addition to the time they worked in the holes from 3 PM to 5 PM?

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

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

Question No. 2: Handling Hatches. So that you may know something about the ship, the Niagara was formerly a straight T-2 Tanker Jumboized, which has since been converted to a Bulk Carrier (grain). The nature of the work involved in opening and closing the hatches on this ship, so far, has required the use of all hands in the Deck Department. The Mate agrees, as per the agreement, that the stevedore rate is payable for this work. However, he insists that it is payable for only the actual stevedore work performed.

Summary: The particular circumstances occurred on November 11, Armistice Day, and before 6 AM on November 12. The whole Deck Department (excluding the gangway man) were required to stand-by from 8 AM on November 11 right through until 5 AM on November 12 when the ship was finally loaded and the last hatch closed. During this time we were required to open hatches for loading and closed them as they became filled. The rest of the time we were standing by for the purpose of closing hatches in the event of rain. Periodically we did work relative to securing for sea. The stevedore work actually performed was from 8 AM to 10 AM and 1 PM to 8 PM on November 11, and 2:45 AM to 5 AM on November 12. The Mate has O.K.'d the stevedore rate for the stevedore work actually performed and has approved the straight OT rate for the rest of the time we were standing by but with one exception, namely: 1 hour between 12 Noon and 1 PM on November 11, at which time we had lunch and did no work. The Deck Gang put in for the stevedore rate of OT for the whole period from 8 AM November 11 through 5 AM November 12, including the lunch hour on November 11. We did this because of the fact that we were standing by for the purpose of performing stevedore work.

Question: (a) Are we entitled to the stevedore rate for the whole period as stated? And, if not, (b) is it possible that we are entitled to at least the shoreside stand-by rate during the periods in which we didn't actually perform the stevedore work? (In the latter case the stand-by rate would be \$3.35, \$3.43 and \$3.49 because of the holiday and after 5 PM). It is urgent that we get a clarification on this item, because the Mate says we will be expected to stand-by for this work all the time we are discharging cargo in Chittagong, East Pakistan.

Answer: The crewmembers who performed this work are entitled to the stevedore rate only when actually engaged in the stevedore work. They are entitled to overtime while standing by to perform the stevedore work except during the lunch hour you refer to where they would be entitled to no overtime since they received one full hour for their lunch.

Reference: Standard Freightship Agreement, Article III, Handling Hatches—Section 20 (a), "When the sailors are used to remove hatches, strong backs, and tank tops for the purpose or loading or unloading cargo, or to cover up hatches when cargo is in the vessel, they shall receive overtime as per Article II, Section 32, of this agreement."

Question No. 3: Additional overtime work that is other than routine work. Summary: During the aforesaid mentioned period (refer to Item No. 2), in particular between 11 AM to 12 Noon and between 4 PM to 5 PM, on November 11, five men from the gang were sent ashore to bring on board; first, some used automobile tires, and secondly, a washing machine for the officers' quarters. **Question:** Are these men entitled to additional OT for this work aside from the Stand-by and/or the stevedore time we were already receiving? The Deck Gang takes the stand that this work was inconsistent with the purpose for which they were required to stand by.

Answer: No. The crewmembers who brought aboard the used automobile tires and the washing machine were being paid overtime. Therefore no additional overtime is payable.

Explanation: When in port and sea watches are broken, and members of the Deck Department are being paid overtime (as was the case of the crewmembers who brought aboard the automobile tires and washing machine), they cannot receive double overtime. The contract bars the payment of

(Continued on page 18)

Official Raps Critics Of Poverty-War Bill

NEW YORK—As a special House subcommittee continued hearings on the Administration's anti-poverty bill, the national coordinator of the campaign against poverty, Sargent Shriver, defended the bill here last week.

Shriver addressed a meeting at City Hall, ridiculing Republican criticism of the anti-poverty program which would emphasize the training of young people and the promotion of local attacks on poverty with Federal assistance.

"Nobody has yet attacked one substantive part of this program," Shriver said. He said that the war on poverty was begun by President Kennedy, that President Johnson had picked up the challenge and that the war could be won by forceful action.

More than 500 persons representing national organizations with headquarters here attended the meeting.

Meanwhile, the subcommittee in Washington heard the first dis-

senting voice in its study of the Johnson bill. Dr. Harry L. Brown of Georgia, a spokesman for the American Farm Bureau Federation, told the House group that great strides had been taken in the last 14 years toward eradicating poverty, and he said that the present system of vocational education and manpower development and training could do the job.

Georgia Democrat Phil M. Landrum, sponsor of the anti-poverty bill, questioned Dr. Brown closely on his (Brown's) testimony. Under questioning, Dr. Brown admitted that the farm bureau had opposed an increase in funds for vocational training last year. Dr. Brown also conceded, under questioning, that the Federation had opposed the existing programs for area redevelopment and accelerated public works.

To point up the need for the anti-poverty bill, 1,700 senior citizens gathered in the Grand ballroom of the Commodore Hotel last week for a luncheon fare consisting of a half-pint carton of milk and a few crackers.

The group heard a series of speakers deal with the problems of the aged: skyrocketing hospital and doctor costs, inflation, and the seeming heartlessness of the rest of society toward the old.

City to Fight Barge-Borne Billboard Ads

NEW YORK—"Keep the hucksters out of our harbors and rivers" has become the battle cry here, to protest a huge barge-borne advertising sign being towed around Manhattan to promote a local automobile dealer.

The anti-advertising faction got a big boost last week when the chauffeured limousine of the City Planning Commission chairman was nearly involved in an accident on the West Side Highway with cars which had slowed down to stare at the barge-borne, 125-foot long, 40-foot high billboard cruising along the Hudson River behind a tug.

Then and there CPC Chairman W.F.R. Ballard vowed "to keep the hucksters out of our harbors and rivers." He later announced he was working on changes in the city's zoning ordinance that would ban such advertising displays on the city's waterways.

Ballard said that complaints about the sign had been received from motorists and residents "who resent this intrusion."

There is some doubt whether the city has any jurisdiction over the floating ads because the Federal Government controls the waterways around New York. A city planning spokesman indicated, however, that the cooperation of the Federal authorities would be asked to ban the barge signs.

Meetings Set For Phila. UIW Shop Stewards

PHILADELPHIA—The SIU United Industrial Workers is conducting a Shop Stewards' Clinic at the Union hall here which all UIW shop stewards in the area are requested to attend.

Under discussion will be contracts, grievance procedures and other subjects of interest to shop stewards which will aid them in handling their duties in fine SIU-UIW style.

Meetings are scheduled from 7 P.M. to 9 P.M. on Tuesdays, May 12, 19, 26 and June 2 at the Union hall.

The INQUIRING SEAFARER

QUESTION: What country would you most recommend to American tourists?

John Lynam: I would advise any tourist to stay right here in the United States. There is certainly more to see and do here, and the people are much more trustworthy. The only other country which I think can compare is Sweden. The people there just aren't like others who are just out for your buck.



Jimmy Smith: My personal favorite is South America, especially Brazil. Although I like Europe in the summertime, I feel that for a traveler, South America offers the best bargain, more to see, and the people there are very friendly. Of course, it always depends on what a person wants to see or do.



Folke Grandstrom: I think a tourist can stay right here in America and enjoy himself as much as he would if he went somewhere else. Dollar for dollar he gets more here, and everybody is not out to cheat him like in so many other countries. I've been going to sea for 30 years now, and I'll always feel the USA is best.



Thomas Dolan: I would say the best buy is Spain. The night life in the cities is great there, and the people are very honest. And don't forget that Spain is fantastically cheap country to stay in. I spent a month there once, and it was one of my greatest vacations.



Luis Cebeda: For touring, my favorite countries would be the Southern European group. I like them all, Yugoslavia, Italy, Spain and France. But I sure don't like Greece, and I would advise everyone to stay away from there. It just is not like the rest of the countries down there.



George Rowland: I spent six weeks in Germany last year, and really I like that country the best. It is the most modern outside of America, and the people are very hard-working and easy to get along with. Medical care is fine there, although the conditions are not as sanitary as they are here.



SPAD

**Seafarers
Political Activity
Report**



ICC TINPLATE DECISION—The Interstate Commerce Commission has again favored the nation's railroads over water carriers and upheld discriminatory rail rates by approving a railway rate cut on tinplate from the East to the West Coast. While it was doing this, it notified the intercoastal shipping operators that any similar rate reduction in their case was unjust.

The ICC said that the transcontinental railroads were "justified" in cutting rates on tinplate from \$1.16 to \$1 per 100 pounds, while at the same time finding that cuts in intercoastal ship rates on the very same products from 98 to 82 cents per hundred pounds were "unjustified." The ICC chose to ignore the fact that traditionally, the water rates are lower because they are the lower-cost method of transportation.

The ICC decision means a sharp drop in tinplate cargo for the already depressed intercoastal water carriers. The Intercoastal Steamship Freight Conference however, feels that the cut on tinplate represents a "foot in the door" tactic, and that the tinplate reduction is only the first of a series of other rate reductions on steel products moving in quantity from the East to the West Coast.



SHIP BUILDING SUBSIDY—The House Merchant Marine and Fisheries Committee has approved a compromise two-year extension of the 55 percent subsidy ceiling on ship construction subsidies. The Administration was pushing for only a one year extension, while the industry favored three, and the committee split the difference. The Senate Commerce Committee will now take up the matter.

Failure to extend the 55 percent limit would mean that the difference between the cost of building a ship here and abroad could cost the subsidized operators an estimated extra \$500,000 to \$600,000 per ship.

Meanwhile, there is still no indication that the Maritime Administration has come to a final decision on a proposal to change its method of figuring foreign costs for shipbuilding subsidy purposes. The single lowest cost foreign yard is now used. It has been proposed that a weighted average of five foreign yards be used, thus tending to reduce the gap between US and foreign cost.

Subsidized operators are opposed to the new formula because it would mean about the same extra cost outlay per ship to them as would dropping the subsidy ceiling to 50 percent.



WAR ON POVERTY—President Johnson's war on poverty may well be carried into one of the richest areas of the United States, Westchester County, N.Y.

Most of national attention has centered on the poverty-ridden areas of Appalachia in the mountains of the southeastern U.S., and in other regions long afflicted by unemployment and industrial decline.

Westchester County, commuter-land, boasts one of the highest average per capita incomes in the land. It records an average family income of \$11,695. In the city of Scarsdale in Westchester County, average family income soars to \$29,276. But even this heartland of wealth bears the deep scars of poverty. A survey by the county's planning and welfare departments shows:

- One out of 12 Westchester families lives in abject poverty.
- One out of five families is "deprived."
- One of every four non-white families lives in abject poverty, and half the non-white families have incomes of less than \$5,000 a year.

LABOR ROUND-UP

The Supreme Court's ruling against super-seniority for strike-breakers in the Erie Resistor Corp. case has been spelled out by the 3d US Circuit Court of Appeals in Philadelphia, which granted the petition of the NLRB for an enforcement order. The ruling signaled the end of a five year fight by the Electrical, Radio & Machine Workers against a company scheme to give 20 years seniority to replacements hired during a 1959 strike of IUE Local 613 at the Erie, Pa. plant, now called Erie Technological Products, Inc. The court held that the strike, which started as an economic strike April 1, 1959, was converted to an unfair practice strike on May 29 that year, as the NLRB found. The latter date was the one on which the strikers, rejecting the proposed super-seniority plan, voted to continue their strike.



An all-union slate of candidates all but swept the boards in recent municipal elections in Carlsbad, NM, reversing results of the election four years ago which the US Chamber of Commerce hailed as proving the value of its "practical politics" course for businessmen.

The union slate, running on the Citizens Ticket, elected the mayor and three of four city council members in an extraordinary turn-out of 8,070 voters—more than 63 percent of the registration. The impetus for organization of the labor community in this heavily union town is attributed to emotions aroused two years ago, when major employers forced a long strike on a group of unions resisting a concerted drive against long-established contract arbitration protections.



The plant of the Lewis Food Co., Los Angeles, citadel of John Birch Society supporter D. B. Lewis, has gone union. The 202 workers who produce Bircher Lewis' cat and dog food voted in an NLRB election for joint representation by three unions—the Butchers Local 563, Operating Engineers Local 501 and Teamsters Local 626. The organizing effort took a year, with union backers making all contacts through home visits. The plant, producing pet foods under the Dr. Ross label, has been paying 40 to 65 cents an hour under comparable wage scales, with no provisions for fringe benefits, according to the unions.

'Now If We Had Vitamin Pills For This Arm...'



A disease that can best be called cannibalism is eating away at the US-flag merchant fleet and shows signs of devouring all of the fleet while its parts are busy fighting one another.

The disease is plainly a version of the oft-repeated chestnut that tells us how one segment of the fleet is doing fine, so let's not get so all fired up about another so-called segment—apart from any public interest.

What should be obvious to all by now is that there is nothing wrong with the fact that any section of an industry is in relatively good shape, but that something is starkly wrong when more is not done to upgrade, rebuild and strengthen the others. If ever there was a truism, it's that the whole is the sum of its parts—this is the basic foundation of our American heritage, of the trade union movement and many other aspects of our national life.

"United we stand, divided we fall" is a motto known to all our schoolchildren—it appears in Latin on all our coins and national symbols—it is the basis behind the United Nations—it is so long accepted as a basic rule of society that it is one of the least likely debatable propositions anyone can mention.

Yet, in the shipping industry, some Government and management spokesmen still take refuge behind the relatively comfortable posture of the subsidized fleets and tell the world that US-flag shipping is doing fine.

Little is said of the woes of the domestic operator as against the offshore shipowner, the plight of tramps, tankers, bulk operators singly and jointly, the Lakes as against the Atlantic, Gulf or Pacific Coast, and so on. Compartmenting of the shipping industry goes on and on, while its supposed pieces break off and shrivel away.

The idea of a balanced merchant fleet has been so long forgotten that no one talks about it anymore. It was a goal often urged by the SIU and the AFL-CIO Maritime Trades Department beginning right after World War II and since then, when US shipping was at such a peak that it seemed no one would ever catch up.

That they have caught up—and overtaken the US fleet—is quite evident.

American foreign trade volume is better

than three times what it was 25 years ago, and there are more cargoes and ships of every description—except American-flag—on the high seas today than ever before.

A report a few days ago out of London noted that during the first quarter of this year the world bulk carrier fleet went over the 20-million-ton mark for the first time. On April 1, the fleet consisted of 943 vessels of 20,177,000 deadweight tons.

In terms of the number of ships, this is larger than the entire active US-flag merchant fleet today. In terms of American foreign trade, bulk cargoes account for 254 million long tons out of the 293 million long tons that represents all of our foreign trade. But barely 15 million long tons of all the bulk cargoes in the US export-import trade move on American-flag ships.

Another report of the past few days details how runaway-flag ships, largely American-owned, have so successfully dodged US taxes, wages, living and safety standards that Liberian-flag tankers have just pushed ahead of British-flag vessels to the top of the world's tanker fleet ownership.

Liberian-flag vessels have moved up to 12.4 million tons deadweight, a 1.6 million ton advance on the previous year's total. The US tanker fleet ranks behind Norway in the fourth spot among the world tanker fleets. US tonnage accounts for 8.9 million tons.

The picture in the trampship field was detailed by a special report in the LOG two weeks ago, telling of the shriveling of the tramp fleet from its postwar peak to today.

The same story could go on and on and on, which explains why when a situation like the grain sales to the Soviet bloc or the current spate of Export-Import Bank purchases by Italy and other countries comes along, US shipping must get its proper share.

And when Federal statutes and Government commitments covering 50-50 splits on cargoes for American ships and even for full 100 percent participation by US ships are wantonly thrown aside and waived by seemingly responsible US Government agency officials, the situation can only worsen. Does it really require an Act of Congress to get the US Government to abide by Acts of Congress?

SEAFARERS LOG

2 Veteran RR Tugmen On Pension

NEW YORK—Another pair of disabled SIU oldtimers in the rail-tug field went on pension last month, boosting the total retirements in the SIU Railway Marine Region for this year to 11. The number of railroad oldtimers retired on Union pensions since the start of the program is now pegged at 59.

John Piekos, 49, a veteran of the Bush Terminal Railroad tug fleet, went on pension here in New York, and David W. Rudolph, 56, a bargeman with the Baltimore & Ohio fleet, joined the pension roster in that port city. Both went on disability pensions of \$150 per month.

Piekos lives in Flushing, N.Y., with his wife, Veronica, and daughter Paulette, and had been working on Bush Terminal boats for the past 21 years. He last worked as a deckhand on the tug Irving T. Bush, and now is planning to do a bit of traveling around the country to see his relatives in several states and get some sight-seeing in at the same time. Photography is a hobby that he expects to keep him busy during his travels.



Rudolph

He's the third man out of the



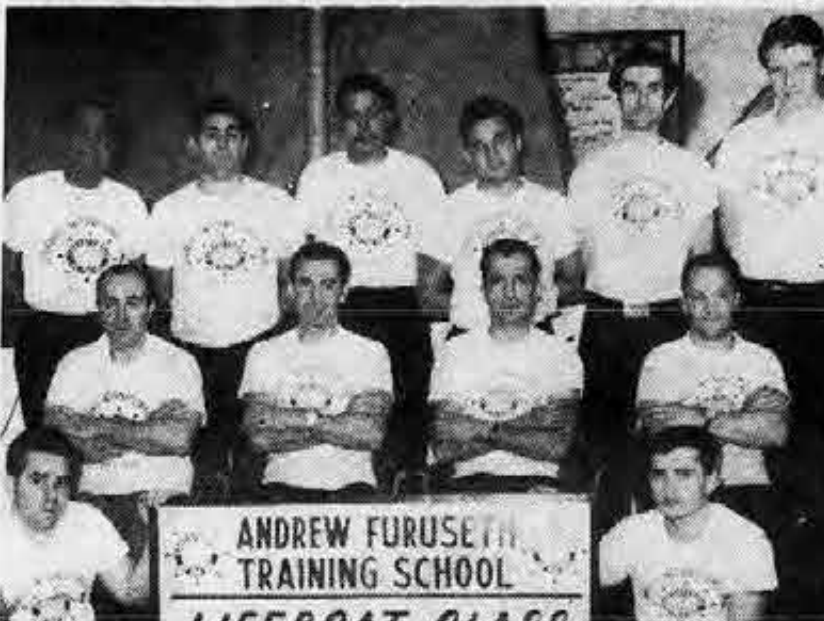
John Piekos, a veteran member of the SIU Railway Marine Region (right), receives first pension check from Regional Director G. P. McGinty at headquarters.

Bush fleet to retire on a Union pension.

Rudolph is number 12 in the B&O fleet to go on pension since that fleet came under the Union banner. A native of Cumberland, Md., he joined up in Baltimore a few years back and indicates he's never had cause to regret it. Rudolph has been with the B&O since 1936.

He and his wife Grace have four grown children to boast about—two boys, David and John, and two daughters, Elaine and Jacqueline.

Lifeboat Class 106 Has Perfect Score



Class No. 106 in the SIU lifeboatmen's school at headquarters takes its turn in the spotlight after all hands successfully completed Coast Guard course. Pictured (front, l-r) Jose Miralho, Montstakakis; middle, Ted Macris, George Lazarou, Andreas Alexakis, Henry Pierangelino; rear, instructor Dan Butts, Jorge Martinez, Everett Huntley, Otto Praderes, Manfred Leuschner and instructor Arne Bjornsson.

US, Colombia Study New Canal

WASHINGTON—US and Colombian engineers have begun a study on the feasibility of a sea-level canal linking the Atlantic and Pacific Oceans through northern Colombia. In announcing the study agreement with Colombia earlier this month, President Johnson said

"we hope to make similar arrangements with other countries later," but did not specify to which countries he was referring.

Southern Mexico, Nicaragua and Panama have been mentioned in addition to Colombia as potential sites for a new canal. The possibility of building another canal have been under consideration for several years, but was spurred recently by the political crisis in the Panama Canal Zone last January.

The study group may be at its task for the next six months, traveling through rivers, swamps, and wooded mountains which were explored for the same purpose over 100 years ago. The planned route begins at the mouth of the Atrato River on Candelaria Bay and goes through great forested swamps west of the Atrato and along its tributary, the Truando River, then over the mountains of the continental divide near the Pacific shore.

Present plans call for a two-lane sea-level canal with a channel 50 feet deep and 600 feet wide.

The Colombia route is a tempting one because the first 82 miles from the mouth of the Atrato River is through an alluvial swamp which could be easily excavated by dredges. Another plus factor is that the mountains which must be crossed are composed of basalt and other stable rock. This would require a great deal of blasting to cut through a channel but would make extremely steep slopes feasible without danger of landslides blocking the channel.

Nuclear explosives have been advocated to ease the blasting operations, but experts have noted it will be at least four or five years before the necessary technology is developed.

Announcement of the Colombian study reportedly caused anger in Panama, which accused the US of

using the threat of a new canal to gain a better bargaining position in its dispute with Panama over control of the Panama Canal Zone. Those urging construction of a new canal however, point out that there are many reasons why such an additional Atlantic-Pacific link is necessary.

The US estimates that by 1970 the present canal will no longer be able to handle the steadily growing traffic. In addition, they maintain that a new sea level canal would be less vulnerable to

NY Willing To Study Waterway Transfer

NEW YORK—State barge operators were cheered recently when they learned that a Joint Legislative Committee might be agreeable to reconsider transferring New York's waterway system to Federal control.

Assemblyman Edward R. Crawford, chairman of the Joint Legislative Committee, told the annual meeting of the NY State Waterways Association here that such a decision would depend on evidence that the transfer would be to the economic benefit of the state. He said that it would be up to the barge and towboat industry to produce the evidence that would make a transfer to Federal control and development possible.

Crawford explained that his committee had decided to retain state control over the 5,500-mile waterway system after seeing the conclusions of a special study made by the Arthur D. Little Co. The Little Co. report, made at the com-

mittee's direction, found that Federal development of the state's canals would have little or no favorable affect on the state's economy.

Faced with this conclusion, the committee decided that its only course of action was to recommend against the transfer, according to Crawford. The Waterways Association had backed the transfer since it thought there was a better chance of getting funds for canal improvements from the Federal government rather than from the state.

The state barge canal is the only inland waterway system in the country not maintained or under the jurisdiction of the US Army Corps of Engineers. An earlier study made by the district engineer in New York City found that complete reconstruction of the system was economically unfeasible. That disapproved plan included deepening and widening of the canal and lengthening of the locks.

The New York Waterways Association had maintained that the canal system in its present condition was no longer competitive and had called for its inclusion in the national system of inland waterways.

Rep. Ed Edmondson (D-Okla.), principal speaker at the association's meeting, warned the group not to put too much hope in the legislative committee's call to New York's congressional delegation to secure more Federal aid for state improvement of the canal system.

Decline In US Fishing Scored

WASHINGTON—The annual fish catch of the United States is on a continuing decline which has prompted one Senator to call for a "fishing survey so comprehensive that every step from spawning stream to the net and on to the consumer is inventoried."

Warren G. Magnuson, chairman of the Senate Commerce Committee, introduced a Joint Resolution directing a survey of marine and fresh-water commercial fisheries. Included in the survey would be a study of production, processing, distribution, transportation, marketing and storage methods and facilities.

"The effects of massive foreign fishing fleets on valuable food species and the economy of the industry and the nation will be studied as well," Magnuson said.

The Washington Democrat revealed Bureau of Commercial Fisheries figures which show that, in the past decade, world fisheries' catch has doubled while the US catch has virtually stood still. The total 1963 catch for the US was 4,750 pounds, an 11 percent decrease from the previous year.

With one exception, 1963 was the lowest take US fisheries have registered in the past ten years.

The survey would be made by the Bureau of Commercial Fish-

eries, Magnuson said. It also would be called upon to determine accretion or depletion of valuable

marine species and to ascertain the causes of depletion in stocks where it is occurring.

Raps Ship Grievance Set-Up

(Continued from page 2) Secretary of Commerce Luther Hodges that a special Grievance Committee on Cargo Preference Administration would be formed.

The two Secretaries said that a representative of the Maritime Administration in the Department of Commerce would serve as chairman of the new body.

In making his announcement, Johnson, the new Maritime Administrator, said he would sit as chairman of the group.

The settlement and discussions leading to the formation of the panel was concluded by President Lyndon B. Johnson and AFL-CIO President George Meany in February, after AFL-CIO maritime unions forced a showdown on the 50-50 issue and the watering down of US ship participation in the grain movement.

Members of the committee named were G. Griffith Johnson, Assistant Secretary of State for Economic Affairs; Mrs. Dorothy H. Jacobson, Assistant Secretary of Agriculture for International Affairs, and James J. Reynolds, Assistant Secretary of Labor for Labor-Management Relations. In

addition, Johnson named Hall, Thomas W. Gleason, president of the International Longshoremen's Association, and Joseph Curran, president of the National Maritime Union, to act as labor advisers to the committee.

Management advisors will be Max Harrison, president, American Maritime Association; Ralph B. Dewey, president, Pacific American Steamship Association, and Ralph Casey, president, American Merchant Marine Institute.

The unions had previously met with the heads of the agencies to exchange views on many problems plaguing the maritime industry. Meany headed the labor group which met with Secretary of State Dean Rusk, Hodges, Johnson and Reynolds.

In making his announcement, Johnson declared:

"Although most matters can be handled between those raising a grievance and the appropriate Government agency, when necessary there should be no hesitancy on the part of the committee in calling and holding public hearings."

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FIT-OUT ON THE LAKES

The start of another new shipping season on the Great Lakes is attended by many of the same jobs required to reactivate off-shore vessels that may be idled from time to time. The difference on the Lakes is that it's a yearly ritual, caused by the winter freeze-up that limits the Lakes season each year. Scenes here are on the steamer Paul Townsend, part of the Huron Portland Cement fleet, which was the first SIU-manned vessel to fit out in the Detroit area for the '64 season.



Snow still covered the deck as Seafarer Charles Ruell began job of storing up the Townsend and bringing fresh produce aboard for the long season ahead. He's bringing a couple of crates of lettuce on here.



SIU and labor news is checked out via fresh copies of LOG and other Union literature brought aboard for crew use. Ed Santimore, wiper (left), and James Cronk, oiler, share the reading matter in messhall.



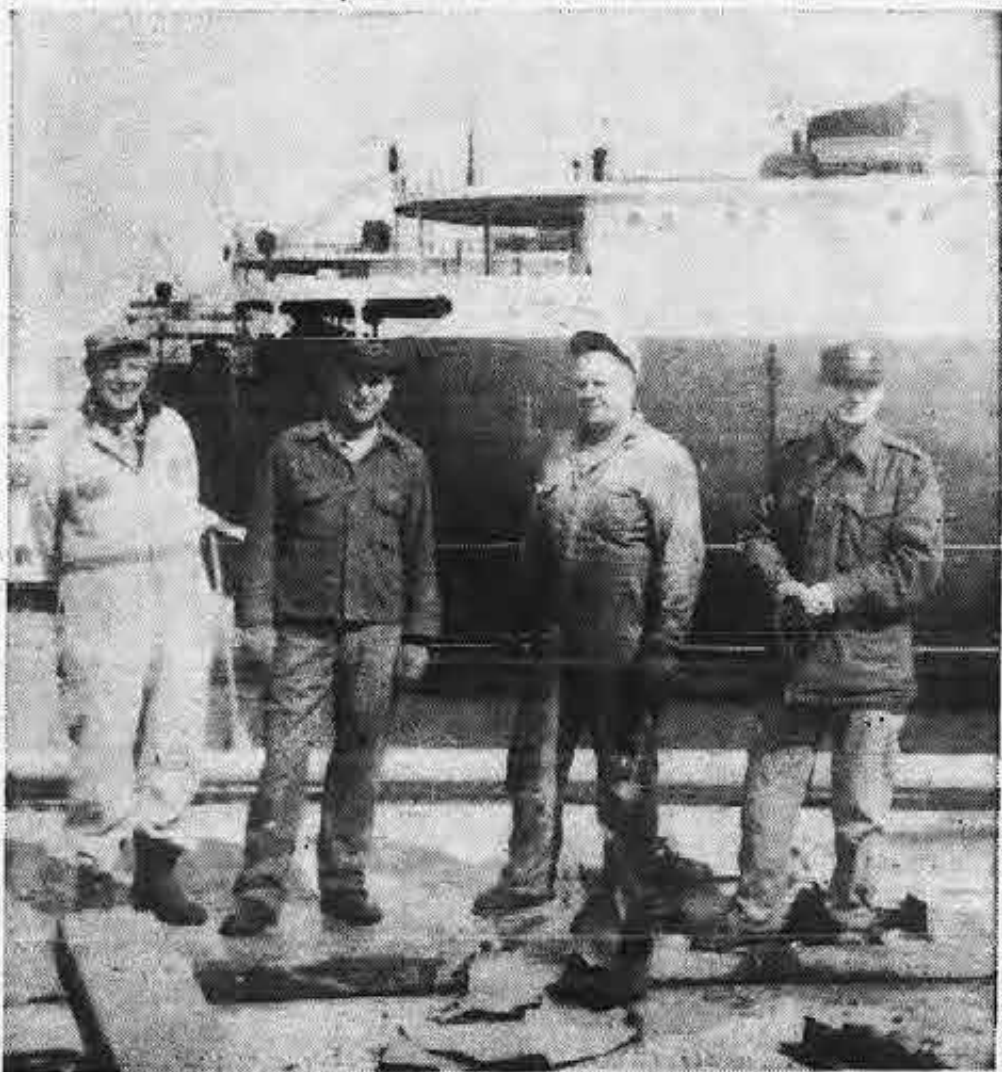
Oiler John Bailey starts oil purifying process on the steamer Paul Townsend to clear water accumulation and strain out impurities from below-decks machinery that have been idle all winter.



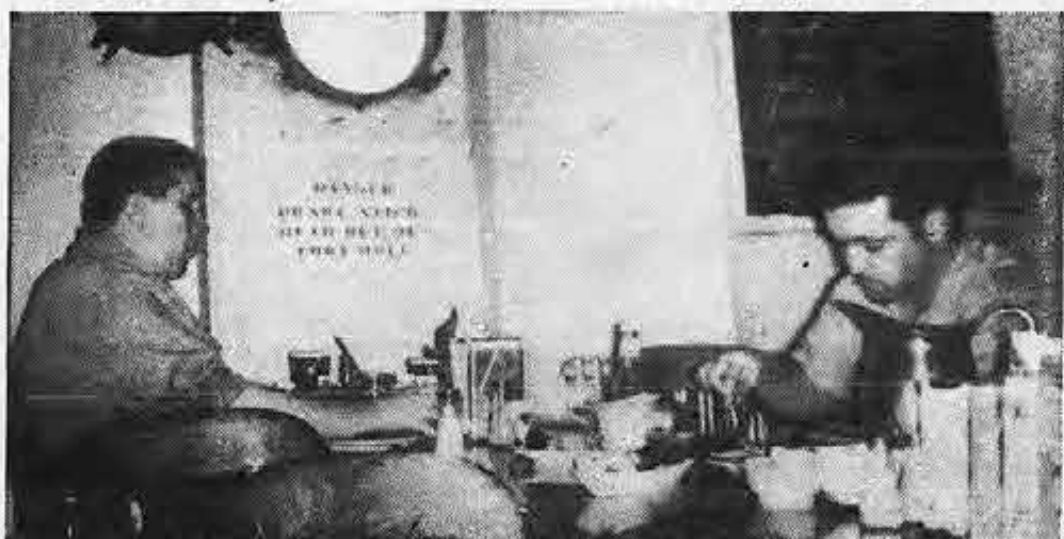
Visit to tool locker produces heavy-duty wrench to ease job for oiler J. Bailey.



Harry Shirley (front) and Philip Preston turn to on sinks, routine galley cleaning chores.



Getting set to strip deck of debris left over on the Townsend after stay in winter anchorage, deck gang Seafarers turn out for a photo. Other vessels in background are due for similar clean-up.



Chowtime finds John Puhl, fireman (left), and oiler Jim Cronk on the firing line in messhall. Roast beef, ham were on lunch menu, along with safety reminder cautioning crew about possible port-hole accidents.

The Pacific Coast

By E. B. McAuley, West Coast Representative

Operating Engineers Hear Meany, Hall

The International Union of Operating Engineers has concluded its very successful annual convention held at San Francisco's Sheraton-Palace Hotel. We certainly enjoyed the company of convention visitors Steve Leslie, Local 25, and his delegation composed of Allen Francis, VP; Financial Secretary Charlie Stryner; Recording Secretary Winnie Motzel, and Business Reps. Willie Zenga, Bill Hock, Jack Steward and Pete Buono.

George Meany and SIU President Paul Hall both addressed the convention. Meany criticized railroad ownership, and told the delegates that the railroad men had a right to strike.

Hall denounced the Justice Department for bringing union leaders to court for harassment, and singled out the Defense Department for its conduct in the strike at Cape Kennedy.

The containership New Orleans docked at Oakland this past week on Sea-Land's first extended service to Seattle and Alaska. The first scheduled sailing from Seattle is set for May 3, with an arrival date in Anchorage on May 7. Then, about the middle of May, the *Mobile* will be arriving in Oakland to proceed to Seattle and Anchorage to maintain the extended service.

Speaking of Alaska, the United States Coast Guard and Geodetic Survey office has reported that the bottom literally dropped out of the harbors at Seward and Anchorage, as a result of the March 27 quakes. Deep fissures have been reported on the bottom of the harbors.

The greatest changes took place at Seward where the docking area had been from 30 to 120 feet deep. Surveys since the earthquakes and tidal action show the depth ranges to be now from 390 to 450 feet.

Governmental agencies and two seafaring unions, both affiliates of the SIUNA, are signing agreements for the representation of federal employees. The agreements were reached under an executive order made in 1962 by the late President Kennedy.

One of the agreements will cover 150 employees of the Maritime Administration on the moth ball reserve fleet ships at Suisun Bay. They will be represented by the Maritime Government Employees Organization, a division of the Military Sea Transport Union. The MSTU will now be representing the entire Military Sea Transport Service Pacific fleet. The unit involved some 2,100 unlicensed seamen, and we want to wish them all happy sailing.

Shipping has remained on the slow bell in San Francisco. We have some 18 ships intransit due in the coming 15 days.

Jack Kuberski, formerly of Rahway, N.J., and a member of the STS since 1942, is looking to ship from the West Coast. Jack is a 'professional galley utility,' and quite a man with the cards. He was lauding the Unions' welfare and pension plan as being the "best in the maritime industry" the other day. Conrad Shirley, fresh off the Mount Vernon Victory, is trying his luck with the ponies at Golden Gate Field. His running mate and 'tout,' Ruel G. Barr, has been enjoying some good days at the track, but recently

things have been going bad. So, Barr is looking to catch anything heading out to sea.

Terry White is still on the beach and looking for a bosun or deck maintenance job on a steady run.

Terry has been staying on the beach while his wife has been undergoing surgery. He is grateful to the SIU and the Welfare Plan for picking up those hospital bills. George Filomio, oiler, is looking for just about anything heading toward Korea, and Johnny Moore, off the Young America, was repatriated from Guam and is now fit for duty. He's looking for an Isthmian ship round the world. Johnny sails as chief electrician.

During the last period shipping picked up in Wilmington with 22 jobs shipped and six ships in transit. Shipping is expected to remain good for at least the next two weeks, as we expect four or five ships in transit and the *Eagle Voyager* is due to arrive and pay off here on May 5.

Jack Barret, Sr., a disability pensioner, was by the Wilmington hall the other day just to say hello to old friends and keep up on Union activity. He had many praises for the Pension Plan which came to his aid a few years ago when he was permanently disabled in a shipboard accident. Ray Austria, last off the Fairport, has been on the beach awhile and is now ready to ship. He remained long enough to celebrate his son's birthday, and is now looking to make the chief cook's job on the *Eagle Voyager* when she crews up.

Andy Ellingsen was last on the Beloit Victory and is presently not fit for duty, but hopes he will be able to ship soon. Just this week his daughter-in-law had a baby girl following a 98 mile an hour race (with police escort) with Andy at the wheel. Says he doesn't want to go through that again anytime soon.

Up in Seattle, the Niagara, Transhudson, John C. Robin Hood, and the Wild Ranger have paid off so far this month. And the Iberville, Longview Victory, Overseas Rose, Fairport, Beloit Victory, Hercules Victory and the Robin Kirk are expected to pay off in May.

The crew members from the Almena are expected to be repatriated from Formosa soon. Robert F. (Curley) Nielsen is drydocked here in the hospital. Curley is recovering from a serious operation, and seems to be all right. Charles Foster is now on the beach and waiting for the first thing to come along.

Shipping in Seattle has been slow. We are all looking for it to pick up again soon.

Reach Agreement With Government

Belgian Doctors End Strike

BRUSSELS—A strike by some 10,000 Belgian doctors and dentists, which left the people of that country virtually without medical attention for an 18-day period, ended last week as the striking doctors and the Belgian government reached agreement on modifications of an expanded national health plan passed last year.

The doctors who walked out on their patients were protesting aspects of the new law with which they did not agree. Among other things, they said the law would destroy the tradition of professional secrecy between physician and patient. Aside from that, their objections boiled down basically to matters of money.

The plan, as it stands, would bring about substantial reductions in doctors' incomes. They insist on bigger fees than those allotted and also object to filling out reports of their activities for review by a commission of physicians. The reports are necessary to enable the government to keep track of payments and services rendered by the doctors, but would also give the government a much more accurate idea of the doctors' incomes and their potential taxability. Another objection raised by the doctors was to penalties the law imposes for not observing the approved rate scale, which call for fines or even jail if illegally high rates are charged.

The settlement ending the bitter strike calls for amendments to the present law. These amend-

ments, which are still under discussion, will probably involve increases in the fees allowed to doctors which will make the plan more palatable to them.

Public resentment ran so high at the height of the strike that many of the doctors left the country to escape reprisals.

The government retaliated to the doctor walkout by mobilizing medical reserve officers and putting them on active duty. Most of the nation's practicing doctors are army reservists since military service is mandatory in Belgium.

In an offshoot of the bitterness generated by the strike, two Belgian doctors were arrested on charges stemming from the deaths of three patients, which were linked to the walkout. One case

was that of an 18-month old boy who died more than eight hours after his regular doctor refused to treat him and referred his parents to an emergency service set up for the duration of the strike.

Later, the doctors were reportedly angered by a remark made by the Belgian Premier, who commented "I hope this will not become known as the time of the assassins."

The health insurance law was passed by an overwhelming 154-15 vote of the Belgian Parliament late in 1963 with strong labor union support. About 5 million of Belgium's 9 million people are covered by the health plan, at a cost of about \$100 a year per family.

Canadian 'Medicare' Doing OK; '62 Doctor Strike Forgotten

OTTAWA—The strike that ended recently by about 95 percent of the practicing doctors in Belgium recalled a similar doctor's strike in Saskatchewan two years ago. That strike too was brought about by the doc-

tors' refusal to go along with a 'medicare' bill adopted by the provincial government.

Nearly two years later, observers find that the concept of the national health plan has been so thoroughly accepted that opposition to it is no longer even an election issue. The dire predictions and warnings expressed by the doctors simply never materialized and the plan is working smoothly.

Medicare has proved so popular in fact that the present government is featuring medicare in its bid for re-election, and pointing to it as its top achievement while in office.

The opposition party, which leaned heavily toward opponents of the medicare legislation two years ago, has now come so far around that it is attempting to win election with promises to extend coverage to include free prescription drugs.

The Saskatchewan College of Physicians and Surgeons, which with the Canadian Medical Association led the fight against medicare, is reportedly still critical, but in a strange new way. They are now protesting the fact

that the government can cut off free treatment if the plan gets into financial trouble. This has, of course, never been done. However, the doctors say they can't accept such a limitation because it would be contrary to their oath. No mention was made of how the '62 strike was reconciled with the oath.

The Saskatchewan law was the first full medicare act on the North American continent. Under the plan every citizen has compulsory coverage at a cost of \$24 a year for each family. With the state hospital insurance enacted earlier, medical and hospital coverage costs a Saskatchewan family about \$50 a year. Part of the hospital costs are borne by a 5 percent provincial sales tax.

Observers point out that while the doctors won the right to continue private practice outside medicare as part of the strike settlement, few actually do.

A member of parliament recently summed up the present situation in a nutshell when he pointed out that people who once would have done without medical care because of the cost now receive the care they need without charge.

SIU Cab Driver Off To Study Spanish Dance

CHICAGO—The sweet strains of classical Spanish guitars will soon replace the blaring horns of Chicago traffic for cab driver Mohammed Nur-Azizieh, a member of SIUNA-affiliated Transportation Services and Allied Workers Local 777 here.

Azizieh is home in his native Jordan right now after spending a couple of years pushing a

Checker cab around the Loop. After a few months at home, he intends to continue on to Spain to spend about two years studying Spanish dancing before returning to the US.

No newcomer to the Spanish dance, Azizieh has appeared as a flamenco dancer in such clubs as the Boom Boom Room here in Chicago. It was his cab driving job that enabled the 24-year-old Jordanian to save up enough money to finance his trip back to Jordan and from there to Spain.

Azizieh thinks driving a cab in Chicago is just "great." I have enjoyed driving a cab in Chicago because of the interesting people I've met. Driving a cab is a wonderful experience," he says—and quickly adds, "and good tips can be made."

TS&AW Local 777 is the only labor union Azizieh has ever belonged to, but it seems to have made a very favorable impression on him. "On two occasions I have needed representation in traffic court. The union helped me out both times," he said, adding that he has been "very happy with the union."



Azizieh

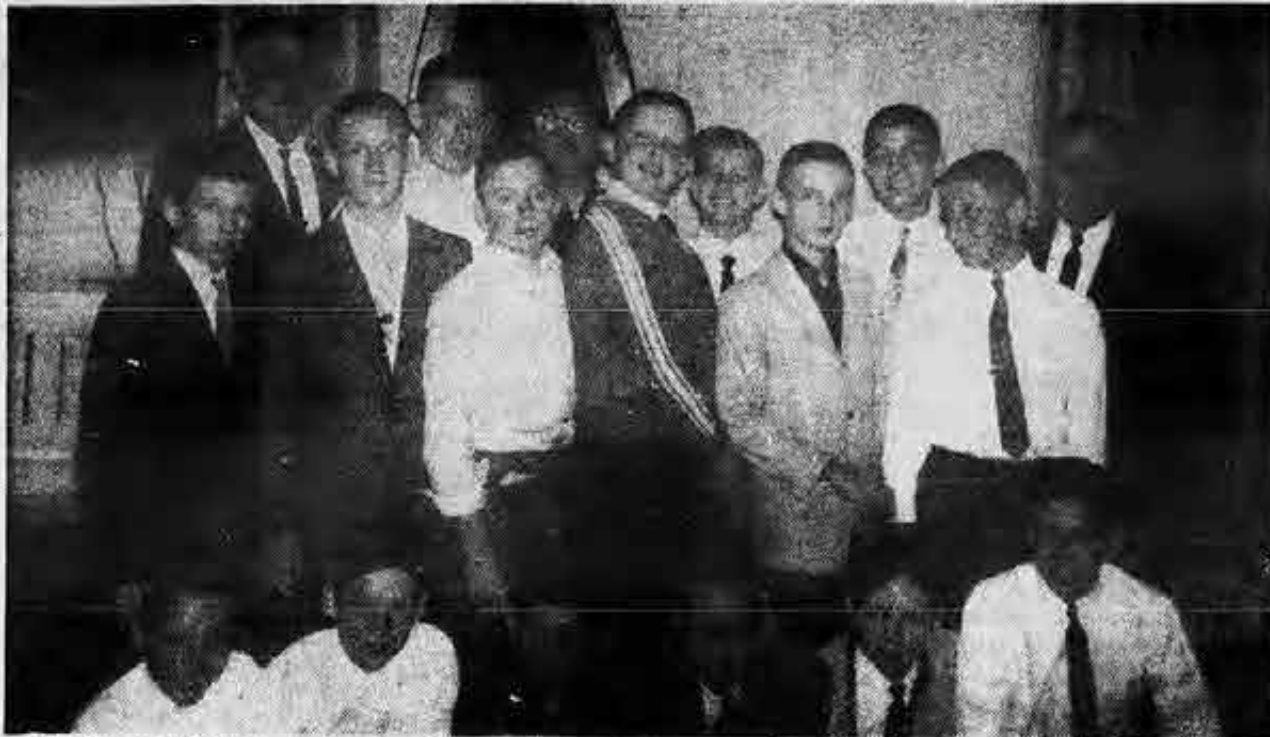
Wilmington Says 'Hello'



No camera-shy group, Seafarers attending SIU informational meeting in Wilmington grin broadly for the cameraman during regular monthly gathering. In foreground (l-r) are old-timers John McElroy, J. Phifer and Ray Kroupa.

WRITE YOUR CONGRESSMAN TO SUPPORT MEDICARE!

Runners-Up In Soo Hockey Event



SIU tugmen's bantam hockey team came out runner-up in city playoff at Sault Ste. Marie, Mich., and appeared at Lakes tugmen's fete to mark the event. Some of the boys' fathers are lock workers at the Soo and some are tugmen and dredgemen in the SIU Inland Boatmen's Union. Pictured (front, l-r) are Donald Menard, Dennis Menard, Mike Bryers, L. Ten Eyck, D. Collins, Robert Menard; 2nd row, E. Nolan, R. Fontaine, P. McNamara, R. Karvi, H. Woodgate, K. Carlson; rear, manager F. Zimmerman, J. Cristie, Jim Thurston, C. Gates, W. Komarnizki and coach John Ruelle.

Sees Seaway Traffic Rise

WASHINGTON—The Administrator of the St. Lawrence Seaway Corporation predicted in testimony before Congress last month that traffic through the St. Lawrence Seaway would reach 50 million tons annually in the early 1970s and that it was expected to rise to 60 million tons before finally leveling off.

Seaway Administrator Joseph H. McCann offered this estimate before the Senate Appropriations Subcommittee on April 15.

McCann was testifying in support of the Seaway's \$450,000 administrative budget for the fiscal year starting July 1. Operation of the Seaway is supported by tolls collected during passage. The Seaway receives no Government allocations for operation, but Congress is empowered to fix a ceiling on administrative spending.

Since the Seaway began operations in 1959, it has failed to attract the tonnage its backers predicted. This has caused the corporation to fall behind in its payments to the United States Treasury.

Seaway tolls are based on 1958 predictions of the traffic, McCann told the Congressional group, and added that the low toll base was made without "the benefit of operational expense."

In noting the growth of the Seaway, McCann said that original estimates of a leveling-off tonnage rate had been set at 50 million tons annually. He said that figure could now be revised to about 60 million tons.

One reason for this, he said, is the growing number of large Great Lakes ships which are using the Seaway. Last year, he said, ships of more than 700 feet in length made 195 trips upbound and 192 ships downbound.

Total traffic during the 1963 season, according to McCann, rose to 31 million tons, compared with 25.6 million tons in 1962.

Lakes Members Get Eye Care

For the convenience of SIU and IBU Great Lakes members in the Toledo area, a new clinic service has been instituted. Optical applications for members and their dependents can be obtained at offices of the Maritime Trades Department, 120 Summit Street, Toledo, Ohio.



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

New Season Gets An Early Start

The 1964 sailing season officially got underway with the opening of the Soo Locks on April 1, when the 730-foot Canadian grain carrier T.R. McLagan entered the Locks. Many oldtimers in the Sault Ste. Marie area said that it was the earliest opening they could recall. According to Coast Guard regulations one lock has to be ready for operations on April 1, but the first passages through the Locks usually take place two weeks later.

The Welland Canal which allows vessels to move between the Upper Lakes and ports on Lake Ontario as well as the Atlantic Ocean, opened a week earlier. A decision by the Canadian St. Lawrence Seaway Authority and the US Seaway Development Corporation to withhold the reimposition of tolls on the Welland Canal brightens the outlook for shipping on the Lakes this year. Originally, the toll suspended last year was to be reinstated at the beginning of the 1964 season.

The number of ship berths in Toledo will be increased in the Presque Isle docksite from 6 to 12 during the next 10 years, according to the Port Authority. The C & O Railway Coal Docks were recently purchased, increasing the site from 85 to 108 acres. Some of the berths will include a liquid cargo berth, two bulk cargo berths, and a standby berth. The cost of this transaction is said to be somewhere around \$18 million.

The US Public Health Service Hospital here in Detroit is celebrating National Hospital Week, May 10-16, 1964. All seamen are welcome to tour the hospital to view the many benefits available. Dr. O.C. Williams, medical officer in charge, was selected as the outstanding Federal Administrator for 1963 by the Federal Business Association of Detroit.

Duluth reports that the first ship to pass under the Aerial Bridge was the Sullivan Brothers (Gartland), which required more than 50 hours—about twice the normal time—to reach the Twin Ports, since she had to swing northwestward to the Canadian Lakehead during a storm.

From Chicago, the report is that the fit-outs have been completed and all vessels are on the move. The Detroit Edison has been in the port on three different occasions since fit-out, is working steadily and with no problems. Bad weather, heavy snows, wind and rain have impeded local river traffic, but aside from a few expected April showers the weather is gradually subsiding.

Alpena reported shipping good for this time of year, and a number of men still on the beach. They waiting for the J. B. Ford to fit out. . . The word from Cleveland is that the six vessels that were in that area have been fitted out and are on their way. The surprising thing is that they didn't require too many replacements, leaving more men on the beach than was expected. Brother James King, who started off the blood bank last year, was first in line to start the 1964 bank in Cleveland.

From the Soo, thanks come from Brother William Cartwright Sr. for the prompt attention he received on his optical benefits. He says he's very pleased with the way the welfare plan is working. . . A story in Wyandotte newspaper about the refitting of the steamer Huron (Wyandotte Chemical) has Brother Robert Klugh prominently featured. Klugh was going about his fit-out chores, helping to get the vessel ready for the new season, when a news photographer came by and recorded the event for history.

State Minimum Wage Bill Sails Through In Michigan

LANSING, Mich.—A minimum wage bill for this state was saved from a legislative graveyard for the first time in 25 years, when solid Democratic support helped produce approval for a \$1-an-hour pay minimum that will go into effect next January. The measure increases the minimum to \$1.15 on January 1, 1966, and to \$1.25 one year later.

It previously had passed the House with little difficulty, but ran into two days of heated debate in the Senate where some Republicans sought to tack on restrictive amendments which supporters said would kill the bill's chances for passage.

Romney Pushes Bill

Originating in the House with bipartisan support, the measure was a high priority item on the legislative program of Gov. George W. Romney (R), who saw a similar bill die in the House a year ago. Other minimum wage bills have regularly gathered dust in committee pigeonholes since the late thirties.

Republicans hold a 58-52 edge in the House but enjoy a strong 23-11 majority in the Senate where the bill almost floundered in the current session. Romney needed Democratic votes in both Houses to secure passage.

The crucial Senate vote was 22-9, with 13 Republicans and nine Democrats providing a comfortable margin above the 18 votes necessary for adoption. The nine votes against the bill were all by Republicans.

GOP Attack Falls

Republican opponents of the bill sought to freeze the pay floor at \$1 and to exclude farm workers plus persons under 22 and over 61.

Approved was coverage of workers between the ages of 18 and 65, including farm laborers, restaurant employees and others not covered by the Federal minimum wage law. Coming under the act will be employers of four persons or more.

It is estimated 100,000 to 300,000 workers will be affected by the law, depending upon the extent of seasonal employment. Because of exemption of the first 13 weeks of employment, some students and summer employees will not have minimum wage protection.

Authorized are deductions up to 40 percent of the wage floor, for gratuities, board, lodging, apparel

or "other items or services supplied by the employer." A "wage deviation" board is established to determine such deductions and to set lower rates for physically or mentally handicapped workers.

The House quickly approved two minor Senate amendments and Gov. Romney is expected to sign the bill when it reaches his desk.

City Fathers Ablaze Over Fireboat Epic

ST. JOHNS, Newfoundland—This is another story about the one that got away, but this one was a boat, not a fish. Port and city officials here hounded Ottawa officials throughout the Winter for a fireboat for the port in order to prevent the recurrence of a disastrous fire such as the one which had swept the harbor in 1963.

However, bureaucracy, red-tape and general government inefficiency prevailed as the townspeople received no word from the Canadian government in response to their urgent request.

In mid-March, city and port officials made an interesting discovery. With the closing of the Great Lakes shipping season in December, a fully equipped fireboat had been dispatched and sent to St. Johns.

Unfortunately, Canadian government officials had neglected to advise the city fathers of the impending arrival of the vessel, which spent the winter moored in undisturbed and undetected obscurity in St. Johns port.

Discovery had come too late. The joy of city officials quickly turned to dismay as they learned that the fireboat had returned upriver to Montreal for the coming Great Lakes season.

Port officials are again hounding Ottawa for a fireboat—and if they get one again, they hope someone lets them know about it this time.

Another Day, Another Snow



Overnight snowstorm left this chest-high accumulation in front of SIU Great Lakes hall at Frankfort, Mich., but Seafarer David Hillyer and others took it in stride as they assisted in snow removal. Port Agent Floyd Henner (in background) peers out at camera.



By Joseph B. Logue, MD, Medical Director

Mental Illness Responds To Drugs

The treatment of mental illness is one of the nation's major health problems. About half the patients in United States hospitals are psychiatric cases; half of these are schizophrenic.

A recent report released by the Public Health Service and collaborating scientists shows new evidence of marked efficacy of drugs in the treatment of schizophrenia (the major mental illness). A comprehensive study supported and directed by the National Institute of Mental Health at Bethesda, Md. showed that 95% of schizophrenics treated by drugs improved within 6 weeks; 75% showed marked to moderate improvement, as reported in a recent issue of archives of General Psychiatry.

This is the first large scale study in which acutely ill patients were treated in various types of psychiatric hospitals, from small private hospitals to large State institutions. These results suggest that these drugs will be highly effective for treating schizophrenics in community mental health centers where the emphasis is on rapid and early treatment near the patient's home. The hope is that many of these patients can thus avoid tragic years in institutions. The investigators explained that from their studies it is more feasible to treat acute psychoses in a variety of clinical settings instead of public mental hospitals.

The patients used in the study were young schizophrenics averaging 23 years of age, suffering from their first psychiatric breakdown or first hospitalization and who were "markedly ill." More than 400 patients were given chlorpromazine, two of the new phenothiazines (fluphenazine or thioridazine) or served as controls and received no drugs.

Some of the results of this study according to Navy Medical News Letter were:

- Nearly one-half of the improved patients were rated as having no symptoms or only borderline illness at the end of 6 weeks.
- The degree of improvement had not leveled off by the end of the study, indicating that improvement probably was continuing and would have been observed if the project had been longer.
- Twenty-three percent of patients in the control group showed marked or moderate improvement when no specific drug treatment was used. This represents the proportion of patients expected to improve with other standard forms of hospital treatment.
- All of the three phenothiazines were equally successful and showed a strong over-all effect against nearly all schizophrenic symptoms. The variety of symptoms affected by the drugs suggests that they have a basic antipsychotic action. They not only helped the hostile overactive patient, but also greatly benefited the apathetic, withdrawn patient.
- The drugs alleviated the classic schizophrenic symptoms of hallucinations, thinking or speech disorders, bizarre motor behavior, inappropriate emotion, and helped to improve personal relations. They were less effective against feelings of guilt, delusions of grandeur, and loss of memory.
- Side effects generally were mild despite the higher dosages required for patients of this sort. The more common side reactions were limited to drowsiness, dizziness, and dry mouth.

NY Meeting



Seafarer Allan Bell was one of several SIU oldtimers who hit the deck during last meeting at headquarters to talk about shipping conditions. Bell ships in the steward department.



Speaking out at New York SIU membership meeting, Seafarer Sidney Segree discussed problems of mail communication between ships and ports during good and welfare section of agenda.

Parliament Eyes Action

Pirate Radio Ship Rouses British Ire

LONDON—It may be popular but it's definitely not cricket and soon may not even be legal the British government says, commenting on a former ferry boat, the 763-ton Caroline, which is now a "pirate" commercial radio station anchored in the English Channel—international waters—about eight miles off Harwich.

Since March 28 the floating radio station has been broadcasting pop records from 6 A. M. to 6 P.M. in competition with the state-owned British Broadcasting Company, long noted for its intellectual programming. The average British housewife reportedly loves the new idea.

Causes Interference

The British government however, has other ideas. Attacking the pirate station in the House of Commons, British Postmaster General John R. Bevins said that the Caroline is not only "unauthorized," but is also "causing interference with a Belgian station which communicates with ships at sea, and with British maritime services." Although the British government has no control over the stateless station, Bevins told Commons "there is a prospect of concerted action against pirate broadcasting by countries of the Council of Europe before long, but meanwhile I am considering the possibility of new legislation."

The radio ship has been stateless ever since the Panamanian government called back its flag. The ship's promoters are reportedly busy trying to get registration with some other country. In its present stateless condition the ship cannot appeal to the protection of courts of any country. If they were boarded, for instance, there is nothing they could do about it.

At present there's not much the British government can do either, at least until the Council of Europe meets this summer or until a law is passed covering the situation. Although the influential Advertising Association is solidly opposed to the ship, the promoters say they are being besieged with prospective advertisers from both Britain and the Continent and expect to start broadcasting commercials soon. Meanwhile the music goes round and round.

Strange Command

The ship's crew is made up of 10 seamen, three engineers, the captain and four disc jockeys. The captain freely admits "this is the strangest command I've ever had." Actually the Caroline is one of three radio ships operating in international waters around Europe. Radio Sud broadcasts to Sweden and Radio Veronica to the Netherlands.

The manager of the Caroline, incidentally, is Ronan O'Rahilly, the son of an Irish industrialist. The ship was fitted out with its two big generators, two 10-kilowatt transmitters and 160-foot antenna mast at Greenore, Ireland.

Low Water Perils Trade On Lakes

OTTAWA — Steadily dropping water levels in the Great Lakes are threatening a slowdown of shipping and other industry in the area, with levels down one to three feet below normal.

Large carriers in the Lakes report they are already shipping light every trip because of difficulty getting into ports like Toronto. At Collingwood on the Canadian shore of Lake Huron, the town's shipyard is contemplating laying off its 1,000 employees. A company official said the lake "has dropped four feet in the last three years, and if it falls another foot this year we could go out of business," because there might not be enough water to launch ships. Two boats ran aground trying to dock at Collingwood recently.

Power Problem

Hydroelectric officials in Ontario report that lack of enough water to feed the network of power stations on the Great Lakes and the Niagara River are forcing the use of more costly coal-burning stations to generate electricity.

The Canadian government has expressed growing concern over the matter. Lake Huron's water level is three feet below normal, the lowest since records were first kept in 1860. Lake Michigan is almost as low. Lake Ontario is down two feet below normal with Lake Erie down about a foot and a half and Lake Superior down a foot. The level of the St. Lawrence River is not so critical because water levels there fluctuate almost daily.

Unusually low rain and snow falls have been plaguing the 100,000-square-mile basin of the lakes recently.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margolius

Senate Studies Food Costs

The US Senate is going to take a long, cool look into why you have to pay as much for food as you do, Senator Philip A. Hart (D-Mich), chairman of the Senate Anti-Trust Subcommittee, revealed at a recent legislative conference of the Cooperative League of the U.S.A.

If the investigation is as thorough as Senator Hart's hearings on deceptive packaging, the public is going to get a useful lesson into why food prices are high, and what it can do about it. Senator Hart's "truth-in-packaging" bill, which would require more informative packaging, still is being held up by the Senate Commerce Committee. (Unfortunately, Senators are getting more letters from food manufacturers' personnel opposing the bill than from consumers urging its passage.)

But meanwhile, consumers learned from the hearings about the need to look for the net weights of contents even if they are half-hidden on the packages, and to compare weights of different packages even if they appear to be the same size.

The forthcoming hearings on food are needed urgently. Despite the US Agriculture Department's constant efforts to tell the public that "food is a bargain," food is a major expense problem to working families and should and could cost less than it does.

A number of Senators and the Administration especially are concerned that while livestock prices dropped sharply this winter, retail prices of beef went down relatively little, and on some cuts, not at all. The big worry now is that since retail prices dropped little in a time of heavy supply, they may rise sharply during the season of reduced supplies this summer.

If you don't have to work as long for a pound of meat or loaf of bread as your father used to, as the Agriculture Department argues, it is only because farmers are subsidizing the marketing system by producing more at lower cost, as Jerry Voorhis, executive director of the Cooperative League, points out, and also because unionization has managed to raise hourly pay rates. The fact is, the spread between farm and retail prices is getting wider all the time. The farmer used to get about fifty cents of every dollar you spend for food. By 1957-59, he was getting forty cents. In 1962, he got thirty-eight cents. Last year, the latest period for which figures are available, he got thirty-six cents.

In other words, the US Agriculture Department has failed at its

chief mission, which is to reduce the spread between what the farmer gets and what the consumer has to pay.

The Agriculture Department often tends to act as an apologist for food processors and distributors. Most recently, Assistant Secretary of Agriculture George L. Mehren, who, ironically, is the department's "consumer representative," told the National Institute of Animal Agriculture that "Today's consumer is served by a new, bright, rapidly evolving system of supply, production and processing—and a far greater battery of governmental protective services than most people realize . . . This kind of consumer is not the captive of her neighborhood grocery stores as her mother was. She has her choice of a number of large supermarkets—each of which is striving to outdo the other to please her."

Actually, the supermarkets Mr. Mehren praises are overrated in their effectiveness in reducing food prices. As supermarkets have become larger and elaborate, their margin (the slice of your dollar they take) has increased from 16-18 per cent, to 20-22 per cent.

Often today, when it comes to basic staples, the consumer's choice among supermarkets boils down to a choice of which offers a limited amount of specials but otherwise charges the same twenty-seven cents for a package of cornflakes, out of which the farmer gets 2.7 cents for the corn. Often the only real choice consumers have today is a choice of different colors in trading stamps.

In the coming period of rising food prices, you need to watch food spending carefully to avoid paying even more than you now do. Here are some policies use to defend yourself against today's high marketing costs:

1. Shop more widely among different markets. As we've been warning, supermarkets aren't reducing basic prices but are using specials to attract traffic. We have found differences of as much as forty cents a pound on steaks recently; even twenty cents on lower cost cuts like chuck.
2. Use the less expensive cuts. In pork, for example, the Boston butt costs less and yields about eighty-four per cent lean meat compared with sixty-three for whole ham, the New York State Cooperative Extension Service points out. Lamb shoulder costs less per serving than leg of lamb. Chuck usually is the buy in beef, followed by flank steak.
3. Use more of the canned products in heaviest supply in your family menus. Currently, these money savers include canned corn, apple-sauce and tomatoes.

She's A Feeder



On the job at SIU-contracted Fiberstok Corporation plant in Pennsylvania, Shirley Ann Fisk feeds paper into machine that sets up boxes and forms for customer delivery. Fiberstok is one of several newly-contracted plants in the area to come under banner of the SIU United Industrial Workers.



Shipboard

By Fred Stewart & Ed Mooney
Headquarters Representatives



Self Discipline Pays Off

Periodically the Coast Guard makes its bid to take over control of US merchant seamen by getting the authority to set standards of health, safety and discipline aboard US ships. In 1954, when the CG first attempted to gain such control over merchant seamen, the agency circulated a 60-page document supposedly setting up detailed standards of "fitness" under a numbers system that came to be known as the "profiling" program.

Any seaman who fell short of any of the specifications and didn't fit the "profile" for his rating, would have been barred from earning a livelihood in his profession as a seaman. Under this proposed CG system, it wouldn't take much to get a seaman bounced, either. If he came from a broken home, had a poor sense of smell or a record of alcoholism in his immediate family, he would have found that this was enough to disqualify him from sailing. In 1959, the CG was successful in putting over a set of revised disciplinary regulations for merchant seamen, but this extension did not cover physical standards.

The CG is always in there pitching however, not only to get iron-fisted control over US seamen with its "profiling" system but also by constantly increasing its disciplinary regulations till it can hold a sword over the head of every seaman who sails out of US ports.

The SIU has many things going for it in its fight against these CG power plays which would amount to a wholesale take-over of a Seafarer's right to ship. The system of SIU medical clinics, although adopted primarily to provide diagnostic services to Seafarers and their families, took most of the wind out of the CG's sails by maintaining the health and fitness of SIU members and giving the lie to the CG contention that a profiling system, under tight CG control, is necessary. Phony physical examinations, kangaroo courts, snatching seamen's papers and a finky "do not ship" list went out the window when the Union provided its own system of physical exams to check up on the CG checkups.

As we said before however, the CG is always in there pitching to snatch more and more power over US seamen. For this reason strong discipline and the elimination of born "foul balls" is important to every Seafarer. Notwithstanding the hazards of the sea, long absences from family and friends and routine restrictions, SIU members are regarded as one of the best conducted groups of organized labor anywhere. It is important to every member to maintain these standards.

For instance, an AB on an SIU-contracted ship was logged recently when the Mate claimed he had been assaulted. At the end of the voyage the Captain restored the money log to the AB before the patrolman knew anything concerning the affair. This, on its face, would seem like fairly conclusive proof that the Mate's charges were unfounded. On the day of pay-

off the mate was not available to answer his charges and was reported to be "gassed up." Still, he did not withdraw the log. In this case we feel certain the AB will be cleared—but remember that another officer like this mate could throw this seaman out of work, or at least cause undue hardship for both the man and the Union who will come to his defense.

The SIU has instituted its own disciplinary measures for "foul balls," performers and contract violators. It is also important for every Seafarer aboard ship to clue-in this type of guy as soon as his performance begins. Letting him know what the score really is will do him a lot of good right off the bat. But more than that it will help protect the jobs of every man aboard ship, every SIU member and every US seaman by making it clear that any one who claims US seamen cannot be trusted to behave like decent, honest men is just whistling in the dark.

The record of Seafarer's behavior at sea and ashore proves the Union's contention that a better bunch of guys doesn't exist anywhere. It is up to every one of us to keep that record clean. You can be sure that any time a Seafarer is involved in an infraction of rules the CG will be there to blow the whistle. Let's see to it that the whistle gets rusty from disuse.



Gov't Agency In-Fighting Rapped In Pesticide Probe

WASHINGTON—Investigations into the death of fish in the Mississippi River have been hampered by lack of coordination and jurisdictional wrangling between Government agencies, Agriculture Secretary Orville L. Freeman told a Senate subcommittee here recently. The subcommittee is investigating the manner in which pesticides found their way into the Mississippi, killing an estimated 10 million fish in the last four years.

Freeman admitted, for example, that his department was unaware last winter that the Public Health Service was investigating the possibility that the fish were being killed by agricultural pesticides. He said that the lack of coordination came in part from jurisdictional jealousies between the agencies.

The Agriculture Secretary said his department took the initiative last June in setting up regular procedures among the departments and agencies to exchange information on the registration and effects of pesticides. This is a step which was recommended last May in a Presidential Science Advisory Committee report. The agreement was finally signed by all the departments earlier this month.

Asked by the subcommittee chairman, Senator Abraham Ribicoff (D-Conn.) why it had taken "so long to formalize such a simple document," Freeman replied that the proposal had become involved in "the usual pulling, tugging and hauling that goes on between Government departments." A major point of dispute, he said, was over which agency should have the final

authority on registering pesticides for sale. The Agriculture Department presently has this authority, but the Public Health Service is reportedly demanding a portion of the responsibility. The Food and Drug Administration is also reported involved in the wrangle for responsibility.

Since 1960, catfish, mullet, sea trout, and other edible and inedible fish have died by the millions in the lower Mississippi and the estuaries of the Gulf of Mexico, the heaviest toll being taken in the Baton Rouge and Gulf areas. Following a lead given by the late biologist Rachel Carson in her book "Silent Spring," investigators are now considering a strong possibility that agricultural pesticides washed down from the fields into the river could be injurious

to fish life and possibly also harmful to man.

Miss Carson is probably best known to Seafarers for her book "The Sea Around Us" which was published in 1951.

While the dispute over responsibility for the pesticides was being aired in Washington, reports were coming in that pesticides have killed the whole fish populations of some small southwestern Oklahoma streams and lakes. The head of the Game Division of the Oklahoma Wildlife Conservation Department, said that the chemicals also threatened quail and other small game. "I've seen lakes that might be a half mile from where they've sprayed, and just the residue carried into the water by the air is enough to kill fish," he said.

Learn From Japan, US Shipyards Told

WASHINGTON—A recent Senate subcommittee investigation on the means of attaining full employment in this country has called for consideration in applying Japanese techniques to the conversion of the New York and other naval shipyards to new industrial complexes.

The study on the utilization of shipyards was one of several gathered by the Senate subcommittee on Employment and Manpower and released in a single volume. The volume covers subjects that were discussed in public hearings that were held by the subcommittee last year.

Senator Joseph S. Clark (D-Pa.), who served as head of the subcommittee, called attention to a study originally prepared for a seminar at Columbia University. The study, by Glenn L. Schiever, cited the possible conversion of the New York Naval Shipyard to industrial uses, as an example for the country's entire naval shipyard complex in the event that a yard is closed down.

Reported to be the largest of the industrial operations solely devoted to defense in the US, the country's 11 naval shipyards have facilities worth more than \$3 billion. Secretary of Defense Robert S. McNamara has stated that naval shipyards offer too much capacity and that some may have to be closed down soon.

Referring to the study made on the New York Naval Shipyard, Senator Clark said that some of the techniques employed by the

Japanese might be applicable in determining future capabilities for US shipyards.

The study found that today's Japanese shipyards are manufacturing complete steel mills, oil refineries and complete shipyards, all for export. Teaming up with electrical equipment manufacturers, they also produce complete generating plants and hydroelectric equipment for both export and home use.

The study concluded that the production of land-based machinery in the Japanese yards had a stabilizing effect on the fluctuations in ship building and ship repair demands in the country. This type of production is seen as a logical alternative use to the construction and repair of warships in naval shipyards.

Senator Clark said that based on the Japanese experience, alternate uses of the country's shipyards existed in the manufacture of steel-mill equipment, harbor facilities, chemical machinery, pulp and paper mills, water turbines, giant presses and machine tools, heavy steel assemblies, antennas and transmission towers.

The underlying assumption of the conversion proposal was that US naval shipyard facilities would be turned over to private enterprise for development.

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

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Notify Union On LOG Mail

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

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

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

FROM THE SHIPS AT SEA

Any Seafarer given some time off after a long, routine voyage has a pretty good idea of how he'll spend his time ashore. A couple of drinks to unwind with, some convivial socializing, and long periods of sack time are among the traditional ways of relaxing for a couple of days. However, E. J. Len, meeting secretary on the

Steel Designer (Isthmian), isn't a man who is content with taking it easy at such places, which are never out of sight of the waterfront. During a recent stop in Egypt, Len and A. Busby headed for Cairo.

The highlight of their trip occurred when they had a look at the nearby world-famous pyramids at Gizeh. The two Seafarers took advantage of the occasion to climb the Great Pyramid of Cheops which is over 450 feet in height. Len concludes his report by recommending Cairo as the ideal place to visit for any Seafarer who drops anchor in the vicinity.

The **Alice Brown (Bloomfield)** is a ship where good feeling abounds. When the crew was forced to go below and secure the cargo which had broken loose, the skipper was quick to compliment the Seafarers for their work. The crew in turn, was more than pleased by the quality of the chow they were eating and the job that Nels Larson was doing as ship's delegate and voted their thanks in both directions.

Seafarers always appreciate being remembered at times of personal need. **Thomas Deale** is no exception to this rule, reports ship's delegate **Roland St. Marie** who read a letter from Deale thanking his former shipmates and officers of the **Seatrain New Jersey (Seatrain)** for the flowers they sent to his mother's funeral.

The television set on the **Steel Architect (Isthmian)** has just about had it, writes **Romolo De-Virgileo**, meeting secretary. Since it was decided that it would only be a waste of the ship's treasury's money to repair it for the

Cook's Privilege



Members of the galley crew on the **Arizpa (Waterman)** line up to exercise their first taste privilege of one of baker **Felix Tate's** choice pastry creations. Posing for the camera (l-r) are **Walter Brown**, chief cook; **Carl Churko**, third cook, and **Tate**, who is doing the cutting honors.

umpteenth time, the crew decided to collect \$3.00 per man for a new one.

J. Etwell aboard the **Kyska (Waterman)** has a suggestion that he thinks would make it easier on Seafarers visiting foreign ports who are called upon to identify themselves. He thinks that the Union identification card should carry a photograph similar to that used on the "Z" cards.

Fresh water consumption is proving to be a serious problem on the **A&J Faith (Pacific Seafarers)**. Crewmembers have been warned that if fresh water continues to be used at the present rate, their swimming pool will be emptied, writes **B. F. McNulty**, ship's delegate.

The US Surgeon General's report on smoking to the contrary, crewmembers on the **Gateway City (Sea-Land)** are up in arms over the cigarette situation on board. The smokers in the crew hit the deck one after another at a recent ship's meeting, demanding to be notified when the slop chest won't have "coffin nails" available, so they can stock up before they board ship.

Clean clothes are getting to be a problem on the **Transhatteras (Waterman)**. **J. J. Flannagan** reports that the crew is requesting a new washing machine along with a motor and timer for the old one, which is usually in drydock.

Amateur artists, poets and cartoonists are having a field day on

the **Del Oro (Delta)**. Unfortunately they have been using the ship's sailing board to display their efforts, thus creating all kinds of problems. Ship's delegate **Bernard (Whitey) Moyer** has had to make a



Larson



Deale



Moyer



Quinter

special plea to the would-be artists and writers to confine their efforts to paper.

A broken hot water heater, ice making machine and galley range plate have all managed to give the steward department on the **Transerie (Hudson Waterways)** a colossal headache. In an effort to return things back to normal, **John J. Quinter**, newly elected ship's delegate, has promised to take the issue of repairs topside as his first item of business.

Hails Assistance After Accident

To the Editor:

I have just left the San Francisco USPHS hospital after being laid up for five weeks. I was admitted there following an accident at sea aboard the USS Wilson.

When the Wilson got to Honolulu, I was flown home first class. The treatment I received both aboard ship and from the

doctor in Honolulu was excellent. I want to extend my thanks to everyone who was involved in assisting me.

I would also like to thank Doctors **Burky, Hampden, Minor and Mazzocco** for the wonderful care they gave me. I am most grateful for the kindness and professional care they extended to me. My heartfelt thanks also go out to the nurses, aides and other employees of the USPHS hospital.

Last, but certainly not least, I would like to vote my thanks to the SUP Welfare Department. Not only did their representative keep in touch with me, but he also was quick to assist me with the problems that came up while I was in the hospital.

The above letter is signed by myself and ten other Seafarers.

Nichols Sabin

Mother Praises Union For Help

To the Editor:

I wish to thank everyone in the SIU who was involved in making it possible to get the care I received during my recent illness.

I will always be grateful to the Union for making sure I got the best care possible while I was hospitalized.

When my son, **Hebert Kanowitz**, says he is proud to be a member of the SIU, you can count on me to tell everyone how right he is.

Mrs. Mae Kanowitz

New Tax Cut Scores A Hit

To the Editor:

I just wanted to write a few lines telling you how happy I am about the tax cut that Congress passed recently.

I didn't give it too much thought at the time when the newspapers announced it, but you can bet when my pay came through with those extra dollars, the meaning became more than clear. That extra money sure comes in handy. It's almost like a pay raise from the Government.

It seems that every time we pay off a ship here in the States, prices have gone up again. The tax cut will do a little about this situation.

W. Flebel

LETTERS To The Editor

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

doctor in Honolulu was excellent. I want to extend my thanks to everyone who was involved in assisting me.

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Edgar Shane

Would Extend Death Benefit

To the Editor:

The April 3rd edition of the LOG carried a motion made by the crew of the **Elizabethport** recommending a \$500 death benefit be paid for a Seafarer's wife, should she pass away.

The crew of the **Floridian** also thinks that this is a very good idea. However, we are un-

LOG-A-RHYTHM:

An Alien?

By Henri Percikow

Is it my foreign birth
Or my kinship with freedom
For the people and land
That has earned me hatred
From the bigots of this nation?

My hunger to eat
Of your white bread
Lured me to your shores.
The morsel I taste
Is equal in share
To yours, my wary brothers.

Among you,
Builders of America
I take root and live
Walk the same steps
And open the same doors.

Tell me then, my chosen land,
Am I not your true son?



Big Peanut Butter Shortage Gums Up A Smooth Voyage

By William Calefato, Book C-936

After making the round trip between Seattle and the Far East, Seafarers on the Robin Kirk (Robin Lines) could truthfully say they had a bellyfull. This statement didn't mean that the crew only had its fill of unusual experiences, but also that there were no complaints in the chow department since the efforts of the steward department ensured the reputation of the ship as a good feeder.

Only one difficulty interfered with the fine meals put out by the Robin Kirk's galley staff. Late in the voyage, when supplies began dwindling away, an acute peanut butter crisis developed on board.

The first group in the crew to become horrified at the news that there was no more peanut butter was the 4 to 8 watch of the black gang.

When the news reached them, a

quick inventory was made of the messroom set aside for their use. Stocked like a hotel pantry, its shelves were lined with plenty of jams, jellies, pickles, milk, fruit juice and fresh fruit and the usual night lunch materials.

After a top-to-bottom search, no peanut butter could be found anywhere.

At this point some of the engine department boys began to wonder if the precious stuff was being hoarded in the crew messroom where the deck gang ate. Others wondered if the officers had cached away a supply in their saloon. A quiet search conducted in the wee hours of the morning of both dining rooms failed to produce any evidence.

The next development in the peanut butter crisis occurred when the steward appeared in the black gang's messroom holding a new jar of the scarce spread. While his audience drooled, he sneered like a villain and vowed that he was going to eat the whole jar by himself.

Looking at Jimmy, the black gang messman, whose hunger for peanut butter was even greater than any other member of the department, the steward declared that he wouldn't get a drop. The only way Jimmy could redeem himself for a taste of the spread, according to the merciless steward, was to mop down the deck, brush every last crumb out of the toaster and sougee around the bread box.

This was no joking matter to the 4 to 8 watch, and one of its members kept repeating, over and over again in a peevish tone of voice,

"What a ship, what an awful ship. No peanut butter."

The rest of the crew was in whole-hearted agreement with these sentiments. However, one doubtful Seafarer asked what would happen if there was an overabundance of peanut butter. Then maybe nobody would want to eat any.

As the days without peanut butter mounted up, a rumor swept through the crew that someone had hidden all the jars of the spread away. Although such an act could have led to mutiny, this didn't seem as serious as the culprit who eats all the icing on the cake and leaves the underside for his shipmates.

While the discontent created by the rumor began to spread, one disgusted Seafarer was heard muttering, "In the old days, a crumb-bum who would do a thing like that would have gotten 20 lashes. Nowadays, they don't even get a tongue-lashing!"

On almost every ship there is somebody who becomes a hero at an unexpected moment. Duke Sampson, an AB, stepped into this role when he suddenly appeared one day carrying six jars of peanut butter. Sampson explained that he had liberated the stuff from the nearby Steel Admiral (Isthmian), where he had a lot of influence. Apparently he was a friend of the steward there who sympathized with the plight of the discontented Seafarers on the Robin Kirk.

Although the "great peanut butter crisis" ended happily, there is always a malcontent who is looking for trouble. Shortly after everyone was smacking their lips over their first peanut butter sandwiches in weeks, a certain crewmember was heard complaining that he couldn't find any of the stuff, and that some blankety, blank must have hidden it away.



Calefato



Taking it easy during a day ashore in Naha, Okinawa, two members of the Robin Kirk's steward department pose for ship reporter William Calefato's camera. Standing (l-r) are Sacarias Cabildo, saloon messman, and Henry "Save the Bones" Preston, pantryman. Calefato reports that the culinary contributions of both are among the important reasons why the Robin Kirk is known as a good feeder.



One of William Calefato's fellow crewmembers on the Robin Kirk was John Scully of the deck department. The far-off look in his eye is undoubtedly caused by visions of an unlimited supply of peanut butter.

Seafarer Finds Mexico Is Pensioner's Paradise

After a Seafarer has spent a lifetime working on ships which travel the world over, he often finds it hard to settle down when retirement time comes around.

When retired Seafarer

Howard E. Rode was faced with this problem, he headed south of the border to Mexico. Ignoring the tourist traps that dot the US-Mexican boundary, he headed inland to Guadalajara, capital of the state of Jalisco.

In a letter to the LOG, Rode declares that Mexico is the place for him, and that he has no plans at all of leaving our neighbor to the south. As far as he is concerned, Mexico's biggest asset is the favorable money



Rode

situation. "Since my only income is my Union pension," he writes, "it is very easy for me to enjoy a good life down here on the money it gives me." Rode has found that US money goes far in his new home. "With \$150 per month a person could live just as well here as he could if he were receiving \$400 back in the States," he comments.

Rode hastens to put any doubts to rest that Mexico is a primitive country. Writing about Guadalajara, which is the second largest city in the country, he says, "It's a very good city, and I find that it has just about anything a person could want. There is also plenty of activity, so I have a lot to keep me busy."

The retired Seafarer has a word of caution for his former shipmates who are planning a trip south of the border. "In the Mexican border towns," he states, "just about everyone is out to take you. A guy often has to pay just about any price they can get out of him. However, once you head inland, you soon find out that anyone can get along in just about the same way as the Mexican people themselves."

In case some kind of difficulty develops, Rode advises that a quick call to the local American consulate pays good dividends. He has high praise for the US Consulate in Guadalajara, saying, "the staff there is very good and will help and advise Americans in many ways."

Adequate hospital care is another important consideration that a retired seafarer must take into account when he chooses a place to settle down in. Rode has found a Mexican-American hospital in Guadalajara where, he says, "you can get the best in service and treatment." Praising the hospital staff, he writes, "A number of the doctors are Americans, but you will find that Mexican doctors are among the best in the world."

Although Rode finds Mexico a retired Seafarer's paradise, he sends word that he would still like to hear from his many friends in the Union whom he shipped with. His address is: Howard E. Rode, Colomos 1755, Guadalajara, Jalisco, Mexico.

Concluding his account of the pleasures of retired life in Mexico, Rode emphasizes the importance of SIU pension benefits to every Seafarer. "A seaman never knows when he will be permanently disabled," he says. "If a Union member is faced with this kind of calamity, he can be sure that the SIU will do all it can for him," he declares.

Photo Swap

A mix-up in photograph identifications in a recent issue of the SEAFARERS LOG (March 6) had Seafarer Fred Israel of Philadelphia incorrectly tagged with someone else's picture during the last-minute scramble of going to press.

Israel was cited as the new ship's delegate on the Transeastern (Transeastern) after the former delegate had to leave the ship due to illness. A veteran member of the deck department, Israel generally ships as bosun and has been sailing with the SIU since

1948, when he joined the Union in the Port of Baltimore.

He's correctly pictured here, according to Union membership records, after calling the miscue to our attention. Apologies to all concerned for the mix-up.



Israel

SEATRAN NEW YORK (Seastrain), March 22—Chairman, J. Dawson; Secretary, E. Jimenez. No beefs reported by department delegates.

SEATRAN NEW YORK (Seastrain), Feb. 23—Chairman, F. Patten; Secretary, E. Jimenez. Ship's delegate reported no beefs and everything running smoothly. Motion made regarding retirement plan of 12 years' seafaring plus 20 continuous years of SIU membership. Vote of thanks to the cooks for well-prepared food.

ELIZABETHPORT (Sea-Land), Feb. 9—Chairman, none; Secretary, Willard Bickford. \$25 in ship's fund. Motion that the Union extend death benefit to seamen's wives for \$500 insurance. Motion made to get porthole screens, new toaster and hot water urn for crew pantry, and to contact patrolman regarding fireman. Lifeboat equipment to be overhauled and inspected by captain.

THETIS (Rye), Feb. 23—Chairman, C. Jones; Secretary, W. Cassidy. No disputed OT in any department. Everything running smoothly. Washing machine was repaired. Ship's delegate to find out about launch service in Pilot Town, for the boys who live in Louisiana.

TRANSHARTFORD (Hudson Waterways), Jan. 24—Chairman, W. Bunkhoff; Secretary, C. E. Mosley. Discussion on having benches made for crew messroom to replace chairs which are in bad shape. Steward requested all men to turn all lines in before leaving ship.

OMNIUM FREIGHTER (Lawrence), Nov. 17—Chairman, S. Holden; Secretary, T. C. O'Connor. Motion made that Article IV, Section 28, Paragraph K, of the contract includes canals, rivers and locks between Duluth and the Gulf of the St. Lawrence seaway, the same as in Panama and Suez Canals, relative to the wipers trimming the ventilators. Motion that the

storage facilities, quality and quantity of food carried on ship be investigated, since the food has had a bad taste. This does seem to be caused by the preparation of same.

OCEANIC SPRAY (American Oceanic), Feb. 15—Chairman, F. J. Foley; Secretary, P. J. Franco. Ship's delegate said he would like some information on this new company. Crew will bring ship back in good SIU style. A number of resolutions future contract negotiations were submitted to headquarters. Several items adopted.

DIGEST of SIU SHIP MEETINGS

relating to wage rise, securing ship, deck department watches and day for day pay.

CANTIGNY (Cities Service), March 17—Chairman, A. Hubert; Secretary, W. Fell. Most beefs were taken care of by patrolman in Lake Charles, except disputed OT. One man hospitalized. Discussion on dues increase.

YORKMAR (Calmar), March 8—Chairman, Bill Laffoon; Secretary, none. Motion that any members in good standing, regardless of age, can retire after 15 years of seafaring. No beefs reported by department delegates.

ALCOA MASTER (Alcoa Steamship), March 8—Chairman, A. E. Howse; Secretary, John R. Tilley. Few hours disputed OT in deck and engine de-

partments. Repair list turned in. It was suggested that each man make more effort to clean up after eating in crew messroom and pantry. Free scupper located on main deck immediately forward of house on starboard side, so water does not accumulate there. Vote of thanks to the steward and his entire department for a job well done.

OCEAN EVELYN (Maritime Overseas), March 8—Chairman, Joseph Sanfilippo; Secretary, Charles Wolfe. Two men hospitalized in Okinawa. One man rejoined ship in Yokohama, Japan. \$10.00 in ship's fund. Crew requests that the ship be fumigated for rats and roaches.

SANTA EMILIA (Liberly Navigation), March 8—Chairman, Andrew Oliver; Secretary, George Hair. Brother O. Kendrick was elected new ship's delegate. Everything running smoothly.

COTTONWOOD CREEK (Bulk Transport), February 24—Chairman, none; Secretary, none. Ship's delegate reported everything is running smoothly. Ship's delegate resigned and A. F. Morris was elected to serve for the rest of the trip. Discussion on retirement plan. Crew feels that 20 years in SIU should be enough eligibility. Discussion on transportation and no allowance for baggage. Crew feels something should be done about it.

ANJI (Pacific Seafarers), February 23—Chairman, Kenneth R. Winters; Secretary, Alfred L. Yarborough. Ship's delegate reported that one oiler and deck engineer paid off by mutual consent in Bangkok. One fireman was repatriated in Saigon. One AB paid off by mutual consent in Saigon. Bosun repatriated in Bangkok. Replacements to be shipped from Wilmington. Some disputed OT in deck and engine departments.

SIU ARRIVALS and DEPARTURES

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

- Bernard Hollings, born October 12, 1963, to the Herbert Hollings, Mobile, Ala.
- Miki Sue Scott, born December 3, 1962, to the Carl Scotts, Oakland, Calif.
- James Davis, born December 31, 1963, to the James Davis, Jacksonville, Fla.
- Jacqueline Smith, born December 14, 1963, to the Thomas W. Smiths, Woodford, Va.
- Gregory Augustus, born November 9, 1963, to the Kimball Augustus, New York, NY.
- Cynthia Ann Anderson, born December 9, 1963, to the late Gordon Wayne Anderson and Mrs. Anderson, Ellison Bay, Wis.
- Robert Nicolas, born November 20, 1963, to the Frank Nicolas, Baltimore, Md.
- Robin Jackson, born January 7, 1964, to the Verlon Jacksons, New Orleans, La.
- Richard Davis Roberts, born October 28, 1963, to the Leslie Roberts, Philadelphia, Pa.
- David Nelson, Le Barron, born December 27, 1963, to the David M. Le Barrons, Riverview, Mich.
- Melton Martin, born December 10, 1963, to the Carroll E. Martins, Silver Green, Miss.
- Anna Lisa Karttunens, born October 21, 1963, to the Leo Karttunens, Bronx, NY.
- George Calapotakos, born December 8, 1963, to the Theodoros Calapotakos, Bridgeport, Conn.
- Brett Butler, born October 14, 1963, to the Joseph J. Butlers, Toledo, Ohio.
- Timothy Mark Ask, born August 24, 1963, to the James H. Asks, Alpena, Mich.
- Dwane Werda, born October 30, 1963, to the Charles P. Werdas, Alpena, Mich.
- Lewis Edward Wells, born October 29, 1963, to the Lewis E. Wells, Pontiac, Mich.
- Sheri Lee Staton, born November 6, 1963, to the Donald Statons, New Orleans, La.
- Dina Paulette Jukasz, born January 14, 1964, to the John Jukasz, Depew, NY.
- Valerie Jean Boldiszar, born January 7, 1964, to the John Boldiszars, Statington, Pa.
- Ginger Renee Garber, born January 16, 1964, to the John Garbers, Harrisburg, Pa.
- Walter Lee Murrath, born November 4, 1963, to the Charles Murrath, Mobile, Ala.
- Marshal Airey, born April 17, 1963, to the Frank Aireys, Seattle, Wash.

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

Maynard M. Grantham, 55: Brother Grantham died of pneumonia at the Fort Worth USPHS hospital on September 10, 1963. A member of the Union since 1962, he shipped in the deck department. He is survived by his daughter, Brenda Joy Grantham, Lawndale, Calif. Burial was in Tampa, Fla.

James A. Baldwin, 41: Brother Baldwin died of natural causes on July 13, 1963 in Calcutta, India. A member of the deck department, he joined the SIU in 1944. He is survived by his wife, Ruth Baldwin of Vashon, Washington. Burial was in Seattle, Washington.

Charles H. Dill, 69: Brother Dill died of heart failure on December 11, 1963 at Burdette Hospital, Middle Township, NJ. Sailing in the steward department, he was an SIU-IBU member since 1960. Surviving is his daughter, Vera B. McCausland of Cape May, NJ. The place of burial was not listed.

William C. Bergquist, 64: Heart disease was fatal to Brother Bergquist on June 17, 1963 in Oslo, Norway. Shipping in the engine department, he was a member of the Union since 1951. He is survived by his wife Mahnhild Bergquist of Brooklyn, NY. Place of burial was not given.

John E. Paulette, 53: The victim of a fall, Brother Paulette died on February 2, 1964 in Philadelphia, Pa. A member of the SIU since 1946, he had sailed in the steward department. Surviving is his daughter, Mrs. Albert Sabbag, of Danvers, Mass. Burial took place in Philadelphia.

Enrique Cortes, 47: Brother Cortes died of a brain injury while at sea on the Azalea City on February 18, 1964. A member of the deck department, he had joined the Union in 1944. He is survived by his wife, Eva Cortes, of Bronx, NY. Burial was in St. Raymond's Cemetery, New York City.



Erie-Lackawanna Benefit



Mrs. Margaret Donahue, widow of railtug veteran John Donahue, receives \$4,000 death benefit check from G. P. McGinty, regional director, SIU Railway Marine Region, at her home in Jersey City, N.J. Brother Donahue had 40 years of service on Erie-Lackawanna Railroad tugs.

Coast Guard Lends Hand To NY Harbor 'Discovery'

NEW YORK—Battery Park regulars who are accustomed to nothing more exciting than the regular arrival of the Staten Island ferry were a bit startled recently when a figure in the costume of a 16th century sea explorer popped ashore from a Coast Guard vessel.

They were given further cause to rub their eyes when the sword-carrying figure, dressed as a Florentine knight, was ceremoniously greeted by a delegation of American Indians.

The seafaring explorer turned out to represent Giovanni Da Verrazano who sailed into New York harbor in April of 1524. His sudden reappearance 440 years later was part of the celebration commemorating the discovery of the harbor by the Florentine explorer-navigator.

Sponsored by the Italian Historical Society of America, the "landing" climaxed the 11th annual Verrazano Day. The Society sponsors the anniversary festivities to point up Verrazano's role in discovering the harbor as well as his historical contributions in exploring the eastern seaboard.

A society spokesman said that this year's celebration had special significance since the Verrazano-Narrows Bridge, named after the explorer, is due to open soon. The bridge, which will be Staten Island's first structural link with New York City, will be the first major sight Seafarers will see when entering the harbor.

PERSONALS and NOTICES

Norman Krumm
You are asked to get in touch with your wife as soon as possible regarding family matters.

Emil A. Gomez has asked that the following notice be carried on behalf of many Seafarers in San Francisco:

Friends of George Porwick, better known as "George the cab driver," were saddened to note his passing away on the morning of April 15, 1964, at his home in San Francisco. For many years, George was a friend to the seamen and his absence will be hard-felt. Those who knew him need no reminders of his many services and assistance to the brothers on the beach here in San Francisco. The world is a sadder place without him.

The Belle Tax Service, 1543 N. Avalon Blvd., Wilmington, Calif., is holding refund checks for Lester K. Lapham and Charles B. Coburn.

Almarion L. Davis
Your wife would like to hear from you as quickly as possible.

Arno (Boots) Peura
C. G. Poss would like to hear from you at M.R.H., Box 296, Hackberry, La.

Myles Sterne
Frenchy has lost your phone number and would like you to call him.

SEAFARERS in DRYDOCK

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

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| <p>USPHS HOSPITAL, STATEN ISLAND, NEW YORK</p> <p>John Abo
Arthur Andersen
George Billek
Victor Bonet
George Bryan
George Callahan
Joseph Camp
John Cannon
Clarence Collins
Gabriel Colon
Francisco Collanta
John Cullinson
Hamilton Daley
George Daniels
Fred DeBlille
Frans Dekeyzer
Lionel Desplant
Juan Diaz
John Drews
James Fisher
Lynwood Gregory</p> <p>USPHS HOSPITAL, BALTIMORE, MARYLAND</p> <p>Raymond Atwell
Henry Boriz
Fred Crows
Edw. Czowski
Michael Duco
Theodore Drobins
James Fort
Crittenden Foster
Gorman Glaze
George Graham
Earl Hartman, Jr.
Arnold Heinvall
Charles Hippard
Emile Houde</p> <p>USPHS HOSPITAL, NORFOLK, VIRGINIA</p> <p>Reuben Berry
Ellis Cottrell
Joseph Graves
Anthony Kapacz</p> <p>USPHS HOSPITAL, GALVESTON, TEXAS</p> <p>Charles Young
Raymond Brown
Alvah Burriss
James Cassidy</p> <p>Edwin Harriman
Ralph Hayes
William King
Walter Kowalezyk
Paul Liotta
James Mastrokalos
Owen McInnis
Warren McIntyre
Haakon Moum
Clifton Nelson
Joseph Obreza
Jose Pacheco
Pedro Pinotti
James Ray
Arthur Sankovidt
Samuel Sciliff
James Stathis
Al Stracciolini
Ernest Vitou
Harry White
Van Whitney</p> <p>William Mason
Arleigh Noble
Carl Warren
Julian Wilson</p> <p>John Kerchner
Charles Linberg
John Lager
Charles Martin</p> | <p>USPHS HOSPITAL, NEW ORLEANS, LOUISIANA</p> <p>Samuel Bailey
Guy Barkdull
Richard Barnes
Edgar Barton
Francis Bass
Daniel Bishop
Leon Bishop
Wilbert Burke
George Burleson
Chas. R. Burns
John Buttiner
Harry Cameron
Steve Crawford
Robert Cumberland
Leo F. Dinginan
William Donahue
Francis Donovan
Peter Dufour
Malrie Ellis
John Fontan
Audley Foster
Cedric Francis
Adolph Gardner
Leonard Gordon
Jesse Green
Theodore Griffith
Herbert Hart
James Jackson</p> <p>USPHS HOSPITAL, SAN FRANCISCO, CALIFORNIA</p> <p>Kirk Anderson
Raymond Boston
Henry Dellorano
Lawson Evans
John Fifer
Francis Fisher
Alfred Gordon
Charlie Gedra
Melvin Grant</p> <p>Levi Carr
Mario Carrasco
Raul DeLos Santos
Hugh Grave
Jorge Griffith
William Hamilton
Norman Hadden
Milburn Hatley
Joseph Johnson
John Kennedy</p> <p>Edward McMaster
F. B. Neely
William Outlan
Frederick Ouweneel
Roy Peebles
Roy Poston
Pete Serano
Alfonso Sandino
Charles Silcox</p> <p>James Morgan
William Padgett
Robert Phelps
Milton Robison
Heinrich Schnoor
Joseph Shaughnessy
Walter Sikoski
Aristides Soriano
John Valladares
Leon Webb
Robert White
William Woolsey</p> | <p>USPHS HOSPITAL, SEATTLE, WASHINGTON</p> <p>Sam Bowsen
Richard Harnden
John Millner</p> <p>USPHS HOSPITAL, SAVANNAH, GEORGIA</p> <p>Frank Seaman</p> <p>USPHS HOSPITAL, DETROIT, MICHIGAN</p> <p>Herbert Anderson
Edward Bratz
Robert Braughman
William Behnke
Charles Campbell
Arnold Duriechi
Eugene Hutchins</p> <p>USPHS HOSPITAL, CHICAGO, ILLINOIS</p> <p>George Stevenson
Ahmed A. Mashran
Raymond Kersten</p> <p>USPHS HOSPITAL, BRIGHTON, MASS.</p> <p>John Cox
Dalton Gabriel</p> <p>USPHS HOSPITAL, FORT WORTH, TEXAS</p> <p>Gerald Algernon
Arthur Collett
Benjamin Deibler
Abe Gordon
John Gotsell
Thomas Leahy</p> <p>STATEN ISLAND, NEW YORK</p> <p>Daniel Gorman
Alberto Gutierrez</p> <p>VA HOSPITAL, WEST HAVEN, CONNECTICUT</p> <p>Forney Bowen</p> <p>USPHS HOSPITAL, MEMPHIS, TENNESSEE</p> <p>James McGee</p> <p>PINE CREST HAVEN COVINGTON, LOUISIANA</p> <p>Frank Martin</p> <p>US SOLDIERS' HOME, WASHINGTON, DC</p> <p>William Thomson</p> <p>VA HOSPITAL, WEST ROXBURY, MASS.</p> <p>Raymond Arsenault</p> <p>Robert Nielsen
Joseph Springer
Anthony Stanton
Barney Majjesie
Joseph Mrkva
Howard Smith
Clark Wiley
Frank Liro
Joseph Mrkva
Conrad Graham
Robinson</p> |
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The ICFTU

Founded in 1949, the International Confederation of Free Trade Unions was established 15 years ago as a worldwide free labor organization to counter and fight attempted Soviet inroads into all areas of the free world. Today, it has a membership in excess of 57 million workers around the world. Its affiliates number 142 in 109 countries and territories, with the obvious exclusion of the Soviet Union and its satellites.

The preamble to the ICFTU constitution, which was adopted at its first Congress in London during December, 1949, says that ICFTU exists "to unite the workers organized in the free and democratic trade unions of the world and to afford a means of consultation and collaboration between them . . . Freedom of thought, expression and association must be translated into actual conditions affecting the lives of the workers and their relations with their employers, public or private, and with the state. . . ."

"It pledges solidarity with and support to all working people deprived of their rights as workers and human beings by oppressive regimes."

Due to its worldwide concern with maritime and port activities, with the rights of seamen and maritime workers everywhere and with the vitality of a free world trade union movement, the SIUNA—as part of the AFL-CIO—has vig-

orously supported the program of the ICFTU.

The SIU and its affiliates for years were in the forefront of the anti-Communist free labor movement and have fought the activities of the waterfront sections of the Communist Party at every turn.

This interest originated many years ago, when the Communist-dominated World Federation of Trade Unions openly sought to undermine the free world and the US Marshall Plan aid program which sought to rebuild a war-devastated Europe and Asia. The aid program was eventually expanded to assist developing nations in Africa, Asia and other continents in establishing a free trade union movement as a force to counter Communist propaganda.

Through its affiliation with the AFL-CIO, the SIUNA has continued its strong support of the ICFTU, right up to the present. The 11th biennial convention of the SIUNA at Washington, D.C. last year, hailed the ICFTU as "a bulwark against international Communism."

"As a force for free trade unionism throughout the world, the ICFTU has fought effectively to eliminate exploitation and injustice everywhere.

"Our International in previous conventions has affirmed the principles for which ICFTU fights . . . (and) . . . we reaffirm our

faith in the ICFTU as an instrument for the advancement of democratic trade unionism throughout the world and an effective block to totalitarianism in any form."

The ICFTU has regarded active assistance in the establishment, maintenance and development of free trade unions in the developing areas of the world as one of its principal tasks.

It was early recognized that to carry out this task, differences between the different regions of the world in the economic, political and social structure have to be taken into consideration.

For this reason, the ICFTU has established regional organizations, with wide autonomy. These regional organizations hold their own conferences, elect their own governing bodies and maintain their own secretariats or craft organizations. They serve to develop and strengthen the free trade unions and to coordinate activities in the day-to-day struggles which face these workers.

ICFTU thus has maintained an Asian regional organization since 1951 with headquarters in New Delhi, India, and sub-offices in Singapore, Djakarta (Indonesia), Tokyo (Japan) and Okinawa.

In 1951, it also set up regional organizations in Latin America, with headquarters in Mexico and a sub-office in Rio de Janeiro

(Brazil), and similarly established a European headquarters in Brussels (Belgium) with a branch in Paris.

This structure was expanded in 1957 to include new regional workers organizations in Africa, which now have offices in Nairobi (Kenya), Lagos (Nigeria), plus advisory and information offices in Beirut (Lebanon) and Rangoon (Burma).

The worldwide character of the ICFTU and the worldwide aims and purposes it represents thus parallel the concerns and interests of Seafarers who travel the world and are involved in showing the fruits of a free trade union movement.

In its "May Day Manifesto 1964," for release today, ICFTU once again sends warm fraternal greetings to all trade unionists.

"Over the past year, thanks to the unflagging efforts of the free trade unions, solid progress has been achieved for the workers in many lands by way of better wages and working conditions. But the fight for social justice in conditions of peace and freedom is by no means won."

In its turn, the SIUNA takes this occasion to reaffirm its dedication to this continuous goal in the interest of Seafarers, members of SIU affiliates, and to free trade unionists and members of their families all around the globe.



Dark portions of the map show the 109 countries in which the ICFTU has member organizations. ICFTU, with support of AFL-CIO, was established in 1949 to assist free labor organizations around the world.



View of the Seventh World Congress of ICFTU held at Berlin in 1962. Gathering was held in the very shadow of the Berlin Wall to rally international trade union movement for all-out support of democracy.