



SHIPBUILDERS CONFERENCE

PAGE 3

SIU Calls For NLRB Control Over Runaway Crews In U.S. Trades

Page 3



GARMATZ URGES SHIP BREAKOUT

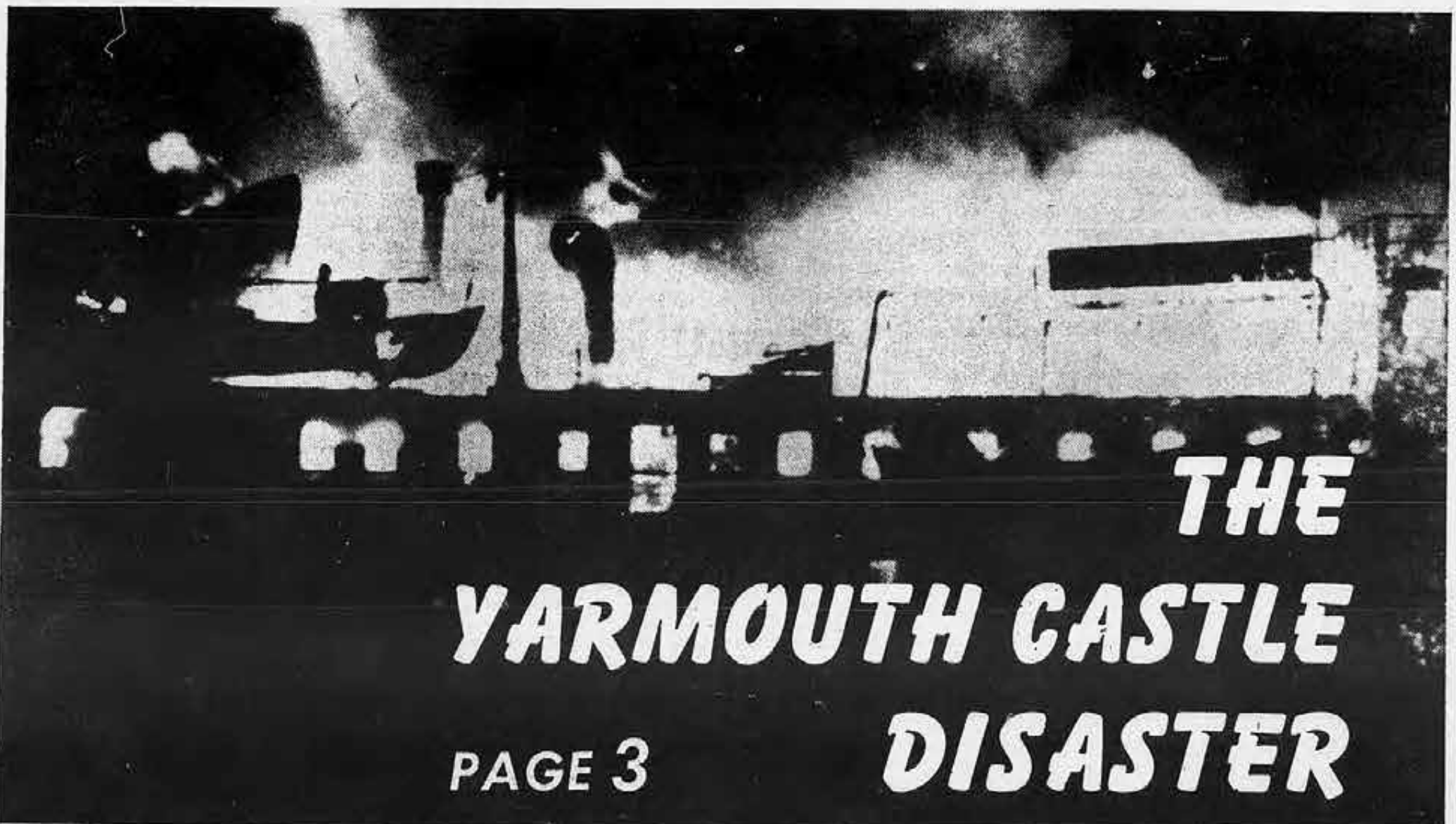
PAGE 2

SIU Of Canada Ship Sinks—None Injured

Page 2

SIU Great Lakes District Signs New 3-Year Contract

Page 8



THE YARMOUTH CASTLE DISASTER

PAGE 3

House MM Committee Head Blasts 'Stalling'

Garmatz Seeks Reactivation Of 300 More Reserve Ships

WASHINGTON—Acting Chairman of the House Merchant Marine Committee, Edward Garmatz (D.-Md.), has again urged the Maritime Administration and MSTs to reactivate another 300 ships from the reserve fleet to help meet the shipping emergency in Vietnam.

In separate telegrams to Maritime Administrator Nicholas Johnson and to MSTs Commander Vice-Admiral Glynn R. Donaho, Garmatz renewed a recommendation he had made some time ago to President Johnson. Garmatz emphasized that the reserve fleet is maintained for emergency use, and he observes that "certainly the present shortage (of ships) is an emergency."

In another letter, to Defense Secretary Robert McNamara, Garmatz scored what he called Defense Department "stalling" in breaking out vessels from the Reserve Fleet. "Never before to my knowledge has there been such a stalling technique involved in the breaking out of vessels from the reserve fleet," Garmatz said.

He noted that the Defense Department has been issuing statements that it is too expensive to re-activate ships from the reserve fleet. "If these vessels in general

are nowhere near as adequate for military emergency duties as the public was led to believe," Garmatz said, "then steps should be taken to selectively break out those ships that are most worthwhile.

"I cannot condone our laid-up fleet being considered part of our 'national defense reserve' only to find that we have been oversold in the nomenclature."

The House Merchant Marine Committee Chairman also hit the failure of the Defense Department to develop a "concise maritime logistics plan" to keep American GIs supplied in Vietnam, and promised a full-scale investigation by his committee of how U.S. shipping is meeting military requirements in Vietnam. He asked McNamara for a full accounting of his department's need for shipping and plans to meet them.

In his letter to McNamara, Garmatz called upon the Defense

Department and the Maritime Administration to provide a detailed description of every vessel in the reserve fleet. This information will provide the committee with knowledge of the condition of each ship and whether the Defense Department is considering its use for emergency purposes.

Garmatz's letter emphasized the vital importance of the U.S. merchant marine in providing seafight capacity to supply overseas military efforts. He declared that he was "astounded" that no concise shipping plan had been created to supply American troops engaged in fighting communism in Vietnam.

The Maryland Democrat was also sharply critical of the role played by the Defense Department's Military Sea Transportation Service. He said that while the MSTs had the responsibility of providing such a detailed plan, it seemed more interested in publicizing present and future maritime shortages than working on plans to resolve them. Most citizens, he pointed out, thought that such plans were already in existence many months ago.

Another point which drew heavy criticism from Garmatz was the practice of the Defense Department trying to charter U.S.-flag vessels at less than the market rate. He accused McNamara's department of trying to fight the war in Vietnam "with pennies to buy shipping services."

The SIU has also criticized the lack of action by Government agencies in reactivating the necessary number of vessels from the reserve fleet to satisfy military supply requirements in the present emergency.

The urgency of the shipping shortage is reflected by attempts of the MSTs to charter foreign-flag vessels to carry military cargoes to Vietnam on the grounds that there are insufficient U.S.-flag ships available. However, in the 12 instances in which foreign-flag vessels have been chartered to carry supplies to Vietnam, the crews or the government involved have refused to sail to the war zone at least six times.

Garmatz To Head MM Unit During 'Most Important' Year

WASHINGTON—Representative Edward A. Garmatz (D.-Md.) will be the new chairman of the House Merchant Marine Committee when Congress convenes again in January, 1966. He will be replacing the late Herbert C. Bonner (D.-N.C.) who died recently at the age of 74 after serving as Merchant Marine Committee chairman for many years.

Garmatz, who represents Maryland's third congressional district, was first elected to the House in 1947, and has won re-election ever since. He will be assuming the chairmanship at a time which is particularly critical to the future of the maritime industry. Aware of the significant decisions which must be made in the coming year, he told reporters recently that the committee faces one of its "most important" years.

One of the most important tasks ahead of the Merchant Marine Committee in the coming session will be consideration of the recommendations of the Interagency Task Force Report on Merchant Marine Policy. Garmatz has already declared that one of his first jobs will be to thoroughly familiarize himself with the controversial study.

The task force recommendations have already been unanimously rejected by the President's Maritime Advisory Committee on the grounds that they would seriously injure the U.S.-flag merchant marine and drastically reduce employment opportunities for American seamen.

International President's REPORT

By Paul Hall



Representative Edward Garmatz (D.-Md.), the acting chairman of the House Committee on Merchant Marine and Fisheries, made a recommendation recently which would go a long way towards alleviating the urgent need for U.S. bottoms to haul military supplies to Vietnam.

The Congressmen suggested that 300 reserve fleet ships be reactivated as soon as possible from the layup fleet to meet the nation's defense needs. Such a move is both essential and long overdue.

In telegrams to Maritime Administrator Nicholas Johnson and to MSTs Commander Vice-Admiral Glynn R. Donaho, Garmatz pinpointed the heart of the matter when he noted that the reserve fleet is maintained for emergency use and pointed out that the present shortage of shipping to supply our fighting forces in Vietnam is certainly an emergency.

Although the urgency of the situation grows each day, with vital military cargoes piling up on piers, the Government continues to drag its heels on the matter of breaking additional vessels out of the mothball fleet. MSTs admits that there is insufficient tonnage available to keep vital military cargoes moving to Vietnam and is even claiming that it is necessary to charter foreign-flag shipping to carry these cargoes.

It has been proved however that chartering foreign-flag tonnage is no solution. Of approximately 12 instances in which foreign-flag ships have been chartered to carry cargoes to Vietnam only half of the cargoes sailed as planned. In half a dozen cases action by foreign governments or refusal of crews to sail military cargoes into the war zone delayed shipment of the supplies.

The sad thing is that the present situation is not new or unexpected. In every major defense crisis faced by the United States since the First World War, the U.S. has been faced with a heavy demand for additional shipping to meet the emergency and in every case the active U.S. merchant fleet has been insufficient for the task. In spite of warnings from maritime labor, the maritime industry, members of Congress and other interested parties everywhere, the American-flag merchant marine has been allowed to dwindle more and more—till today the U.S. faces what can only be termed a "shipping crisis."

At the end of World War II the reserve fleet was established to create a large pool of government-owned tonnage which could be kept in a high state of preservation and called upon in time of emergency to provide needed tonnage quickly. Although the maritime industry has pointed out on numerous occasions that this reserve fleet concept was far from an adequate substitute for a strong active merchant fleet capable of meeting U.S. defense needs, great effort and expense was invested in mothballing these vessels.

Adequate shipping must be broken out of mothballs now. The pace of battle in Vietnam increases daily and vast amounts of supplies will be needed in the future. If shipping is in short supply now it will be even shorter in coming months. Action must be taken immediately to assure that sufficient ships are available to supply our fighting men and maintain vital worldwide trade routes. Foreign flag ships won't do the job.

Canadian SIU Ship Sinks—None Injured

MONTREAL—The SIU of Canada-contracted Lawrencecliffe Hall, a giant \$8 million Canadian laker christened only last May, sank in 36 feet of water off Ile d'Orleans on the St. Lawrence River 15 miles be-

low Quebec City in Montreal. The 23,000 ton lake freighter went down following a collision with the 6,000-ton Saguenay Line vessel Sunek on November 16. There were no casualties.

The crew of the Lawrencecliffe Hall escaped unharmed into their lifeboats and were cared for in a farmhouse on the island, until their transfer back to the mainland.

After the Lawrencecliffe Hall was struck, her captain headed her directly for shore, in order to ground the ship, rather than risk the possibility of sinking in the channel. Although the captain was able to beach the vessel, she slid back, rolled on her side and sank, moments after the crew got off in their lifeboats.

The Federal government ice-breaker Montcalm was dispatched to the area soon after the collision and stood by to offer assistance, but the crew was able to abandon ship without help. Later, the Montcalm returned to Quebec to bring wreck buoys to mark the site of the sinking.

The Lawrencecliffe Hall was bound for Conneault, Ohio, with a load of iron ore when she was struck on the starboard side by the freighter Sunek. The bow of the Sunek ripped a hole in the Law-

(Continued on page 11)

Foes Plan 'Last-Ditch' Fight

One Man, One Vote Drive Nearing Victory In States

The fight for one man, one vote representation is being won in the states.

Nearly half the 50 legislatures have already been reapportioned to meet court standards

—many as a result of lawsuits brought by unions. A state-by-state survey shows nearly every legislature will be based on population by next election day.

But the battle isn't over. Money and influence are being massed in a final desperate effort to reverse the one man, one vote tide through a constitutional amendment, and congressional observers see the next few months as critical.

The goal of what Senator Paul H. Douglas (D.-Ill.) termed a "well-financed, last-ditch campaign" is to switch enough votes in the Senate and House to revive the Dirksen amendment. The constitutional change proposed by the

Senate Republican leader failed to receive the needed two-thirds majority in the Senate this year, but it has been put on the calendar for the second session. It would allow states to apportion one house of a legislature on factors other than population.

Most observers are convinced that if the Dirksen drive is again halted, it will be impossible thereafter to turn the clock back.

Wisconsin's Senator William Proxmire (D) considers that malapportionment "has been seriously wounded." But he cautioned in a recent speech against underrating "the forces which profit from minority control of the state legislatures."

Proxmire warned that the "next few months... will see a campaign of very large proportion directed against individual senators and representatives in an effort to change their votes."

Running the campaign, he said, "will be the well-known California public relations firm of Whittaker & Baxter, which for years led the fight against the medicare bill."

Large-scale fund-raising is already under way, he said, and "conservative interest groups will be able to muster a massive campaign compared to the resources of those who would defend the cause of representative government." He added:

"It is easily understood what a representative state government may mean to the very powerful interests which now have an alliance with the minority controlling state legislatures, and who would regret to see state legislatures represent the needs and views of the great majority of taxpayers and consumers."

SEAFARERS LOG

Nov. 26, '65 Vol. XXVII, No. 25

Official Publication of the SIUNA Atlantic, Gulf, Lakes & Inland Waters District, AFL-CIO

Executive Board
PAUL HALL, President

CAL TANNER	EARL SHEPARD
Exec. Vice-Pres.	Vice-President
AL KERR	LINDSEY WILLIAMS
Sec.-Treas.	Vice-President
ROB. A. MATTHEWS	AL TANNER
Vice-President	Vice-President

HERBERT BRAND
Director of Organizing and Publications

Managing Editor: MIKE POLLACK; Asst Editor: NATHAN SKYER; Staff Writers: ROBERT ABONSON, MELVIN PURVIS; Art Editor: BERNARD SEAMAN.



Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 475 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.



SIU President Paul Hall addresses representatives of maritime labor, management and government at recent Shipbuilders Conference in Washington. The three-day conference was aimed at developing a legislative and administrative program to aid the declining American shipbuilding industry.

Action To Save U.S. Maritime Urged At Shipbuilders Parley

WASHINGTON—A strong American-flag merchant marine and shipbuilding industry was called for here by top leaders of maritime labor, the maritime industry, shipbuilding and the Government, gathered at a three-day National Shipbuilding Conference called by the Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers.

The conference was aimed at developing a legislative and administrative program to help the declining American shipbuilding industry.

Addressing the assembled delegates, Vice-President Hubert H. Humphrey called upon the maritime industry to unite to help the Administration and Congress formulate a policy that will result in a "strong, modern, up-to-date merchant marine."

"For our international security, for our international peace, this nation needs and must have available for every minute of its life a strong, modern, well-equipped and well-manned" Navy and merchant marine, Humphrey declared.

He assured the delegates that the White House has not determined any policy regarding the maritime industry yet and that their views would be taken into consideration when such policy is developed. This was a reference to the Interagency Maritime Task Force Report, which called for building U.S. vessels abroad and allowing foreign-flag ships in the U.S. trade.

Russell K. Berg, Boilermakers President, called for united action to defeat determined efforts of the task force to get its proposals legislated by Congress.

"Unless we maintain our merchant marine and keep our shipbuilding skills, we will be at the mercy of foreign tonnage and be subject to maritime blackmail," he warned. In his keynote speech, Berg noted that the task force report had been unanimously rejected by labor, management and public members of the President's Maritime Advisory Committee.

He summoned the three-day conference, Berg said, to unite all segments of the shipping industry behind programs to revive "a sick and distressed and apparently doomed industry."

Also participating in the conference was H. Page Groton, executive director of the Boilermakers.

AFL-CIO President George Meany reaffirmed American labor's strong support for a strong U.S. maritime industry in a speech re-

mind the delegates of the important role maritime has always played in the security of our nation both in peacetime and wartime.

The labor movement, he said, stands with those "who believe operation under the U.S. flag represents a value and a degree of security that cannot be assured by foreign owners or crews, or by runaway-flag ships under the control of American tax-evaders who place profits ahead of their moral responsibilities as employers and citizens."

"Experience shows," Meany reminded his listeners, "that in every maritime emergency since the turn of the century, the shipyards of the U.S. have been called upon to maintain and revive, not only our own, but the merchant marines of our allies as well. I will continue to believe, until convinced otherwise, that the capacity to produce, maintain and replace a strong efficient merchant fleet is fully as important as the fleet itself."

"The United States flag belongs on the high seas," he said, "and American ships, built in American yards and manned by American seamen are worth whatever the price may be."

SIU President Paul Hall, who is also President of the AFL-CIO Maritime Trades Department, noted that the maritime industry is the big exception to the nation's prosperity, with American-flag ships handling only 9 percent of the nation's export-import commerce. The task force report, he charged, would bring this figure down to a mere 4 percent.

Again referring to the task force report, Hall said, "We're going to fight them down the line. The industry's enemies will have to go to the halls of Congress to get this done and that's where we're going to beat them."

One of the most stinging attacks on present maritime policy was made by former Senator John Marshall Butler, who charged Federal maritime authorities with "penny-pinching theorizing and double-talk" and with proposals that "herald the eventual doom" of the country's merchant marine.

Butler warned that anyone who "gives away" any part of our merchant or naval shipbuilding to yards in other countries would

Death Toll Stands At 89 In Runaway Cruise Ship Yarmouth Castle Sinking

MIAMI—A Coast Guard investigation of the sinking of the Yarmouth Castle got underway here this week. The runaway-flag cruise ship burned and sank about 120 miles east of here in the early morning of November 13 with a loss of 89 lives. A fire raged out of control aboard the 38-year-

old Panamanian-registered vessel for almost five hours before she keeled over and sank about 80 miles northeast of Nassau, Bahamas.

Over 460 passengers and crewmembers were rescued by the cruise ship Bahama Star and the Finnish freighter Finnulp. Both vessels sighted flames and smoke aboard the stricken vessel and sped to the scene. The Yarmouth Castle did not send out an SOS.

The Bahama Star departed from Miami on Friday afternoon, November 12, shortly after the Yarmouth Castle, also bound for Nassau. She was about six miles be-

hind the Yarmouth Castle at about 2 a.m. Saturday morning when billows of smoke were seen rising from the vessel.

Steaming alongside the burning ship at full speed, the Bahama Star passed three lifeboats full of Yarmouth Castle survivors and advised them that she would pick them up after taking the remaining passengers off the burning ship.

Burning Fiercely

The Yarmouth Castle was burning fiercely in the upper deck forward, with flames spreading rapidly throughout the length of the ship. Most of the passengers were

gathered on the starboard deck. The Bahama Star lowered her own lifeboats and called to the trapped passengers to jump. As they did they were taken aboard the Bahama Star's lifeboats.

During this time the Finnulp also came alongside the burning ship and began to take survivors directly off the Yarmouth Castle's deck. The Finnulp stayed alongside until her paint began to smoke and burn from the intense heat, then pulled away and began to take survivors from the water.

Intense Heat

The fire burned fiercely out of control and flames were visible 20 miles away. Coast Guard pilots reported from the scene that the heat was so intense it could be felt through their cockpit windows as they flew 200 feet high, 500 feet from the vessel. Black smoke rose to more than 4,000 feet.

"It was a terrible sight," said one helicopter pilot. "The ship was a mass of flame from bow to stern. You could see flames through the anchor chain hole all the way back to the aftermost portholes."

At 6:03 a.m. the vessel rolled over and sank quickly with a great roar of steam from her bursting boilers.

The most severely injured survivors were airlifted from the rescue vessels at sea and taken to hospitals in Nassau. The remainder arrived later aboard the rescue ships.

Poor Safety Standards

Survivors told grim tales of panic and poor safety standards aboard the Yarmouth Castle. They charged that fire alarms did not ring, the automatic sprinkler system did not work, lifeboats stuck in their davits and could not be lowered, and that fire hoses lay useless on the deck for lack of water pressure.

Others charged that there were no life-jackets in the cabins, there were no life rings on deck and that there had been no fire drills. Some crewmembers were praised for heroism in giving up their life-jackets to passengers.

"The crew members who knew what to do were very helpful," said one survivor, "but some of them didn't seem to know what to do."

Another passenger told of how his fully loaded lifeboat had to be paddled away from the sinking ship like a canoe because the oarlocks were missing.

Former SIU Ship

The Yarmouth Castle is the former American-flag ship Evangeline, launched in Philadelphia in 1927. She was manned by the SIU for many years while operating under the house flag of the Eastern Steamship Corp., before transferring to foreign-flag registry. Thirty-odd years ago the 365-foot, 5,002-ton vessel was one of the "class" cruise vessels making regular voyages between New York and Nassau.

During World War II she was used as a troopship in the Pacific and was later used as a hospital ship. Refitted after the war she made some cruises to Nassau and stood idle for long periods, until the aging ship was sold and re-registered under foreign flag.

To Insure Union Safety Standards

SIU Urges NLRB Control Of Runaway-Flag Crews Engaged In U.S. Trade

NEW YORK—SIU President Paul Hall has called on Congress to amend the U.S. labor laws in order to give the NLRB jurisdiction over crews of foreign-flag vessels substantially

and other U.S. maritime unions have over the years organized the crews of many runaway-flag vessels. This right has been upheld by the NLRB. However, in February, 1963 the Supreme Court ruled the NLRB did not have jurisdiction over these vessels. He explained that this decision was handed down after a number of Federal agencies, such as the State, Defense and Justice departments, had intervened on the side of the runaway ship operators who were evading U.S. wages, safety standards and taxes.

Hall said that the SIU will urge the next session of Congress to amend the labor laws to make it clear that the NLRB has jurisdiction over the crews of foreign-flag vessels, the bulk of whose sailings are in U.S. commerce. He explained that this kind of amendment would allow U.S. maritime unions to serve as bargaining representative for these crews. It would also enable unions to insist upon the maintenance of the safety standards prevailing on U.S.-flag ships, he added.

SIU Demands Safety

"In our own union," the SIU president said, "adequate safety standards are required as a part of the contract, and no vessel can operate without complying with these contractual requirements for shipboard safety. In the training of our seamen, also, great stress is placed upon safety, including an effective lifeboat training program."

President Hall stated that the crews, as well as the public which uses these ships would have additional insurance against such disasters if crewmembers aboard runaway-flag vessels, such as the Yarmouth Castle had the protection of American maritime union representation. He pointed out that many of these crews have indicated a desire for this representation in the past.

Agencies Backed Runaways

Reviewing past efforts to deal with the runaway-flag vessel problem, Hall reported that the SIU

Hall pointed out that in its decision, the Supreme Court said that Congress had the authority to give jurisdiction over these vessels to the NLRB, if it wished to do so.

"Since that time," he declared, "the SIU has continuously insisted upon action to give such jurisdiction to the NLRB."

Continuing Campaign

As an example of this continued campaign, the SIU president recalled that as recently as October 7, at the last meeting of President Johnson's Maritime Advisory Committee in Washington, the SIU recommended that appropriate steps should be taken to provide the NLRB with definitive jurisdiction over runaway-flag vessels in American commerce. If this jurisdiction were granted, he said, crews of these vessels would be represented in collective bargaining by the union of their choice.

Hall declared, "The Yarmouth Castle disaster tragically dramatizes the whole issue of the runaway-flag ships which seek to evade U.S. regulations and laws.

"This incident also underscores the urgent need for appropriate legislation, such as we have recommended, in the interests of the general public as well as the crewmembers on these ships," he concluded.

"Story Of A Brilliant Surgical Operation"

Seafarer Thanks USPHS Hospital For Gift Of Life

NEW YORK—The vital role played by the U.S. Public Health Service Hospitals in the health not only of U.S. seamen but of the entire community was pointed out recently in a letter from Seafarer Art Lomas—who owes his life today to a difficult and dangerous operation performed by surgeons at the USPHS hospital on Staten Island.

Lomas credits the Staten Island USPHS hospital, its staff of surgeons and technicians, their thorough knowledge of the latest innovations in surgical techniques, and the modern equipment available there, for the successful operation to correct an "aneurysm"—a weakening of a major artery from the heart—which threatened to cost Lomas his life.



Lomas

In his letter to the LOG, Lomas expresses nothing but praise for the surgeons and staff at the Staten Island USPHS hospital and he points out the importance of the SIU's continuing to fight to prevent the proposed closing of these USPHS hospitals all around the country.

"This is my story of a brilliant surgeon operation," Lomas writes, "performed at the USPHS hospital, Staten Island. Without fanfare or publicity, similar successful operations happen here every

day . . . This is medical and surgical care at its finest."

Lomas' condition was first diagnosed as aortic aneurysm by Doctor Lynn Fulkerson of the Staten Island hospital's chest clinic, who consulted one of the hospital's chief vascular surgeons, Dr. Robert Minor. Dr. Minor had recently studied the techniques for correction of aortic aneurysm developed by Dr. Michael DeBakey, and decided he should operate. He pulled no punches however, and informed Lomas that because of other complicating factors, he could guarantee only a 50-50 chance of success.

Delicate Operation

Dr. Minor, assisted by Dr. James F. Densler, performed the delicate operation in which the damaged section of the aorta was removed and replaced by nylon tubing. The aorta is the largest artery in the body and carries blood from the heart to the rest of the body. The delicate surgery was a complete success.

Lomas also has high praise for surgeons Fredrick Rodesto and Amos Lewis, who took care of him during the recovery period, along with everyone else on the hospital

staff who helped him through a trying and dangerous period.

"One does not meet this kind of people every day," Lomas avows.

Lomas is at home now, still recuperating from his ordeal, and instead of looking forward to a maximum of only two years of life at best, the future now looks bright for him, his wife, daughter and grandchildren.

The list of people to whom Lomas wishes to express gratitude is a lengthy one. In addition to the hospital's doctors and staff, Lomas writes:

"I thank the Union and my fellow Seafarers for the donation of blood necessary for my surgery. I thank the visiting welfare representatives for their courtesy and assistance, which helped to cheer things along. The SIU has always been tops in its consideration for its hospitalized members—I know."

Noting recent proposals to close the USPHS hospitals, Lomas writes to fellow Seafarers: "I not only urge, I plead with the membership to take this thing seriously, to contact their local congressmen and state senators, to get their friends to do so as well, in order to protest any such closings.

"Remember, it may be your turn next for a spell of illness, and without these marine hospitals all seamen will have a tougher time. Take the advice of an oldtimer who has had many spells of hospitalization in the past."

The aortic aneurysm corrective technique is only one of the (Continued on page 11)

The Atlantic Coast



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

The SIU has received telegrams of thanks from the United Brewery Workers Union for aid and support given by Philadelphia Seafarers in defeating a Teamster raid on Distillery Workers Local 263 at the Publicker Distillery. The SIU made its facilities available in the fight to defeat the raid by the IBT.

George Dietzman, international representative of the Brewery Workers said, "through the support, cooperation and overall assistance of the SIU, this victory was made possible." A second wire of thanks came from Martin Gross, Jr., regional director of the Brewery Workers.

Employees at Publicker gave the Brewery Workers 460 votes and the IBT 355 in a recent NLRB representation election.

At the November meeting of the New York Central Labor Council the SIU introduced a motion which passed unanimously urging that the Council go on record to advise the State, Justice and Commerce Departments of its vigorous opposition to the use of runaway-flag ships in American commerce, because they constitute a threat to the safety and welfare of American seamen and a danger to the American public—as evidenced most recently by the Yarmouth Castle disaster. Our motion further stated that operators resort to runaway-flag vessels to evade U.S. safety standards, taxes and union wages and conditions and that the federal agencies cited have consistently used their influence to perpetuate the practices of runaway shipping against the interests of the American public and the American seamen. The SIU has always and will continue to fight the practice of short-changing American shipping under the cover of foreign flags.

Baltimore

Shipping has been on the slow bell for the past two weeks, but prospects look extremely bright

for the next two weeks. We expect to crew the C. S. Baltimore during the coming period and have several ships due in transit. During the past two weeks we paid off three vessels, signed on three and had six in transit. Presently, we have the Alamar, the Losmar and the C. S. Baltimore laid up.

Philadelphia

Shipping has been very good here and is expected to hold steady during the coming weeks.

Steve Mosokowski, who has been sailing with the SIU for the past 25 years, has taken a good rest and put in a little work on repairing his home. He is now at the Philadelphia Hall ready to tackle the first boss's job to come up.

Boston

Shipping has been on the slow bell during the last period, but is expected to pick up over the coming weeks.

John Kulas, a 20-year SIU veteran whose last ship was the Steel Navigator, is waiting for an oiler's slot.

Norfolk

Shipping has been on the slow bell here, but the future looks brighter with a number of coal ships due in for pay off.

Puerto Rico

Puerto Rican shipping has been very good, and the port is in need of oilers, firemen, watertenders and electricians. The port shipped out 47 men during the last period.

The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

New Orleans Mayor Victor H. Schiro will once again be the Democratic candidate for Mayor in the April, 1966 New Orleans general elections. Mayor Schiro's victory in the Democratic Party Primary Elections virtually assured him of the mayoralty, since he will face no Republican opposition in the election. The SIU took an active role in support of Mayor Schiro's primary campaign, and is now urging Seafarers and their families to back all labor-endorsed candidates in coming primaries.

Mobile

The SIU Hall in Mobile was host to the United Labor Council here recently. The Council, which includes just about all labor locals in the area, held its monthly meeting at the hall.

Shipping in Mobile has been proceeding on the slow bell, but is expected to pick up slightly in the next few weeks.

R. F. (Pete) Ray is on the beach here after getting off the Inger, Pete, who has sailed in various deck department rating for the past twenty years, makes his home in Pascagoula. Also off the Inger is pumpman and deck engineer Arthur Witherington. Arty is spending some time with his wife at their home a few miles out of Mobile.



Witherington

He's set to take the right job when it comes along. Robert McNay is a familiar and welcome sight around the Houston Hall. A longtime veteran of the engine department, Bob is off the Steel Scientist and waiting for a trip to Japan.

Over 400 people attended a testimonial dinner-dance in Houston for Ralph A. Massey, president of the South Atlantic and Gulf Coast Dis-

trict of the International Longshoreman's Association. The affair was sponsored by the West Coast Council of the AFL-CIO Maritime Trades Department, SIU representatives and friends of Brother Massey from the entire Gulf area attended.

Doing a little deer hunting while on the beach, F. L. (Frog) Bartlett is also getting in some time with his wife and kids. Frog last sailed aboard the Alcoa Roamer as chief cook. Bosun Robert D. Schwarz is watching the Mobile board for a good sharang job and enjoying the time with his wife and kids in their Mobile home. Bob last shipped aboard the Inger as bosun. Nursing a case of arthritis, Earl Minton has been on the beach here for the past few months. A twenty year veteran of the engine department, Earl hails from Escatawpa, Mississippi.

New Orleans

Jobs continue to move at a brisk pace in New Orleans.

Tony Rodriguez is saying hello to his friends around the New Orleans Hall after a trip on the Del Sud. Tony will possibly take another Delta Line passenger ship since he likes the sort runs and the South American trip.

Off the Del Mar and back on the beach, Louie O'Leary is waiting for his ffd. Louie had an accident on the ship and broke a couple of ribs. For the time being, he will take it pretty easy.

Houston

Shipping in Houston is holding steady and the outlook is bright for the coming period.

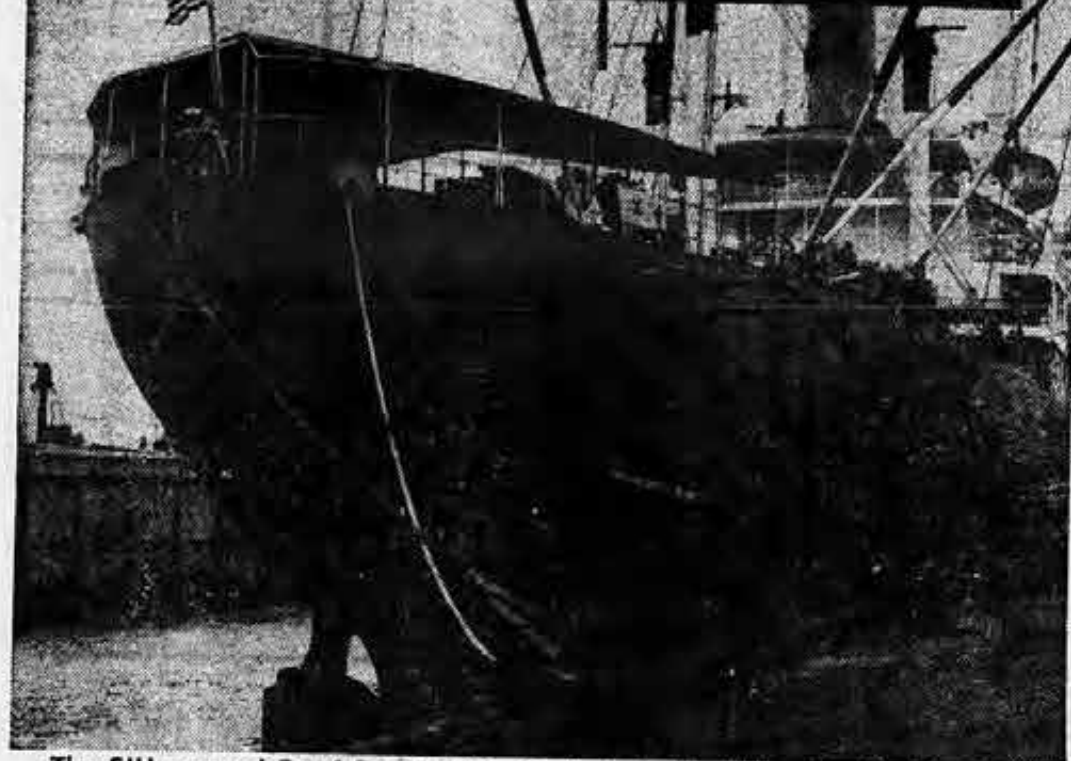
Lifeboat Class No. 139 Casts Off



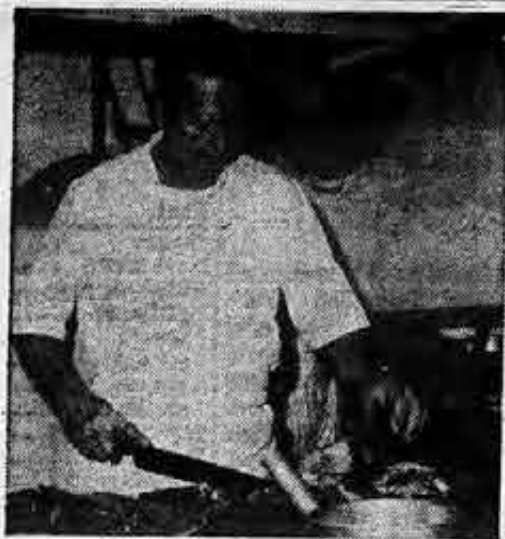
Smiling members of SIU Lifeboat Class No. 139 pose proudly for class photo after successfully completing lifeboat training course at the Harry Lundeborg School of Seamanship. Graduates are (l-r, front row): Aron McDonald and Angel Aguilar. Middle row: Evangelos Leonidis, Dominick Brancoccolo, Merrill Johns, Louis Plekhart, Tommy McNellis, Frank J. Presti. Back row: Manuel Sabater, George Cordero, Andrew Ravettini, Charles Inabnet, Steven Feldman, and instructor Arni Bjorsson.

PAY-OFF

SS STEEL ROVER



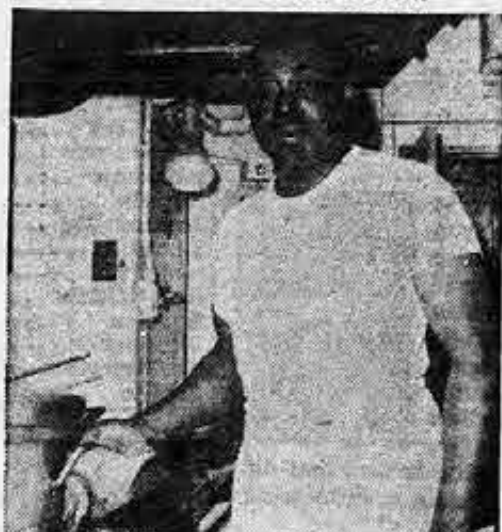
The SIU-manned Steel Rover (Isthmian) docked at New York's Erie Basin on her recent return from the Persian Gulf, carrying general cargo. A LOG photographer accompanied SIU patrolmen to record the payoff.



Cook Henry Martin slices up a "mess-o-pork chops" for the Steel Rover crew's lunch.



Baker Simon Gutierrez adjusts galley scale to assure the proper proportions of ingredients.



Cook George Gibbon saw to it that the crew had plenty of good, hot soup.



Oiler Carlos Torres takes care of one of many engine room chores aboard the Rover.



Ship's delegate D. A. "Rod" Clark (right) and SIU patrolman Ed Mooney (standing) check out some overtime-pay rates according to new SIU contract with Isthmian paymaster Wally Hollwedel aboard the Steel Rover.



Seafarers Al Brown (left), who sails in the engine department and George Kells, deck department, made use of time waiting for payoff to give the new SIU agreement with contracted companies a thorough reading.



Seafarer Simon Gutierrez, baker, signs on the dotted line for payment in full as Isthmian paymaster Pat Conlon looks on.



Manuel Horn, messman, saw to table service.



D. Provezianos, deck, wears big smile at payoff.



Seafarers (l-r) G. Bonafonte, deck; Jack Wheelers and Frankie Rodriguez, both of the galley gang; and San Tulse of the black gang.



Seafarer Jan Dora (right), bosun aboard the Steel Rover, joked with the paymaster as he signed for his pay at the end of the voyage.



Ship's delegate "Rod" Clark (left) discussed provisions of the new SIU contract with patrolman William Hall before the payoff.



Raymond Friel (left), engine department, and John Charles, deck, took time out from packing their seabags to have this photo taken.

THE INQUIRING SEAFARER

QUESTION: Of the many ports that you have visited, where did you find the weather most pleasant, and why?

Richard Hufford: I'm happiest in New Orleans. It gets cold for a few weeks, but never really that cold. In fact, a little brisk weather is a good change now and then. The rest of the year is real pleasant. At the moment, I'm living in Brooklyn, New York. In fact I'm trying to ship out now to beat the winter.

Bernard Fimoviz: My personal favorite is the Hawaiian Isles, with its cool nights and warm days. For my money, it has both California and Florida beat. In the Isles, you can really relax and take it easy. True, on the lee side of the islands, there is rain. But all other areas are almost always sunny.

Lester C. Long: I'll take Yokohama. Good weather, like most things, is a matter of taste. I prefer a temperate climate with the usual four seasonal changes. Yokohama has this, and boasts a truly beautiful spring and autumn. Of all the ports, I feel most comfortable there.



Steve Bergeria: South Africa has the best weather as far as I'm concerned. The climate there is moderate and you can use the beaches all year round. The beachfront is similar to Miami, but the South African beaches are far better. The only trouble is that that once in a while it gets a little windy, but not too bad.



Harry Rodriguez: Puerto Rico, of course. There are wonderful beaches there, a sun that shines every day, and the prettiest girls in the world. Best of all, for a fisherman like myself, the fishing is great all year round. Panama is my second favorite, but they have too much rain there, much more than Puerto Rico.



Shipbuilding

(Continued from page 3)

"live to regret it." "By that time it may be too late to repair the damage caused by their dangerous and unworkable theories," he emphasized.

He noted that every other maritime nation in the world reserves substantial cargoes for its own lines and every other maritime nation subsidizes its merchant fleet and its shipyards, and added:

"Compared to the subsidy burden of agriculture and direct expenditures of the Government for aircraft and space industries, the latter being subsidized 100 percent, the total government contribution in all ways to the merchant marine is and always has been pitifully small."

In the area of national security, Admiral John S. McCain, Jr., commander of the Atlantic Fleet, pointed out that more than 90 percent of the means for fighting in Vietnam, just as it was in Korea, moved on ships.

"We will not survive, I warn you, if the freighters do not get in with our raw materials," he emphasized, noting that modern technology had in no way lessened the need for ships.

Other speakers included Maritime Administrator Nicholas Johnson; Edwin M. Hood, President of the Shipbuilders Council of America; B. A. Gritta, President of the AFL-CIO Metal Trades Department; and Labor Secretary W. Willard Wirtz.

Foreign Payoff? Leave Clean Ship

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

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

November 6 to November 19

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	1	4	0	0	19	1
New York	66	32	86	29	10	205	70
Philadelphia	11	5	17	10	1	30	17
Baltimore	20	8	17	7	1	73	38
Norfolk	8	5	1	0	1	24	20
Jacksonville	0	4	2	3	0	8	9
Tampa	4	3	0	1	1	7	0
Mobile	29	17	12	2	0	74	30
New Orleans	49	33	61	31	2	136	71
Houston	44	32	34	24	2	167	77
Wilmington	12	4	10	2	1	11	3
San Francisco	21	6	25	11	20	48	23
Seattle	20	7	18	9	10	49	18
Totals	288	157	287	129	49	851	377

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	1	1	0	1	9	3
New York	38	21	67	35	7	117	43
Philadelphia	7	1	7	6	1	29	26
Baltimore	15	15	14	4	1	57	52
Norfolk	6	5	1	1	0	26	23
Jacksonville	2	2	1	3	2	9	9
Tampa	1	1	0	0	2	3	1
Mobile	13	15	4	1	2	38	18
New Orleans	40	31	42	28	0	95	61
Houston	27	30	22	21	3	96	90
Wilmington	6	4	4	3	2	8	5
San Francisco	15	4	22	5	19	39	18
Seattle	11	6	16	5	7	30	10
Totals	182	136	201	112	47	556	359

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	0	0	0	0	6	2
New York	38	8	60	14	12	118	24
Philadelphia	9	3	10	3	2	27	14
Baltimore	7	11	11	7	1	69	38
Norfolk	1	4	2	3	0	13	17
Jacksonville	3	1	1	0	2	2	5
Tampa	6	2	4	3	3	7	3
Mobile	13	7	4	1	3	47	20
New Orleans	41	31	43	25	1	119	61
Houston	34	15	29	11	10	99	43
Wilmington	8	2	3	2	1	13	3
San Francisco	14	4	19	4	8	46	13
Seattle	12	6	17	11	8	25	19
Totals	188	94	203	84	51	591	262

Lack Of Air, Poisoned Air Are Hazards In Ship Spaces

One of the most common hazards aboard ship results from the collection of harmful gases in tanks, holds, coal bunkers, etc. Spaces containing such gases sometimes also contain less than the normal amount of oxygen.

A man entering such a tank unprotected and without first properly checking for possible hazards can quickly suffer asphyxiation or suffocation both from lack of air and from poisonous effects of the harmful gases he may breathe in without realizing it.

Since free air normally contains about 21% of oxygen by volume, even a small reduction of the oxygen content in the air due to the presence of other gases is enough to cause unconsciousness or death almost immediately. The danger is multiplied because some gases give no clue to their presence; they can neither be seen nor smelled.

In addition, ship's tanks which have remained sealed for relatively long periods may be unsafe to enter even though they contain no oil or other cargo residues. Accidents have occurred in tanks which are at times filled with water for ballast or other purposes.

Carbon Monoxide

Deaths have resulted from men entering unused, sealed tanks painted with red lead to protect against corrosion. In one instance, the paint had come off in a number of places, caused the contained air to react with the metal and produced a probable concentration of carbon monoxide. It is believed

that formation of carbon monoxide is associated with linseed oil and pigments, such as red lead, used to prevent rust.

Investigators have found carbon monoxide concentrations as high as 0.4% in small compartments coated with linseed oil paints. A concentration of 0.2% may bring about death in 2 to 4 hours. A few seconds of breathing air containing 2% of this gas will bring unconsciousness, followed by death in 3 to 4 minutes.

This is the same deadly gas escaping from a car exhaust. Its effect is immediate because the blood absorbs carbon monoxide 300 times faster than it takes in oxygen. The oxygen is simply choked out and cannot get into the blood stream.

Oxygen Deficiency

Oxygen deficiency itself is a major cause of accidents in empty tanks since moist steel tanks use up oxygen by rusting. The oxygen volume in an enclosed space can be reduced to less than 4% as a result of "routine" oxidation.

There is nothing in the appearance or odor of the air in these tanks to indicate the lack of normal oxygen, which makes this condition particularly dangerous. Rescue attempts on men who have entered

such tanks without proper precautions often causes further casualties, as gas masks, respirators etc., serve no purpose at all. A breathing apparatus that functions through its own independent supply of oxygen is the only suitable device to use.

Many substances besides iron and steel can cause an unsuspected oxygen deficiency in an enclosed space. The most common hazards result from decomposition of certain organic substances. Combined with moisture, cargoes such as tobacco, resin, coal, linseed cake, potatoes, oranges and certain animal oils generate CO2 gas as well as carbon monoxide. The circumstances are different in each case, which explains why proper-testing must be conducted first. There may be no hint at all that the air is lacking in oxygen or otherwise harmful.

Use of a flame safety lamp is a recommended means to test the oxygen content of the atmosphere in spaces where there is even a remote chance of oxygen deficiency. This includes holds or compartments where a fire has been smoldering. The lamp will stop burning if the oxygen content of the air is below normal levels and, due to its construction, the lamp will not cause inflammable gases to ignite.

TV Tribute To Herbert Lehman Set For Dec. 5

WASHINGTON — A televised tribute to the late Herbert H. Lehman, U.S. Senator and Governor of New York, will be presented as the fourth annual tv drama produced by the George Meany Foundation. The documentary program, which will focus on highlights of Lehman's career as statesman and public servant, will be broadcast over the NBC-TV network at 1:30 PM (EST) Sunday, December 5.

Vice President Hubert H. Humphrey will be featured on the tribute as he traces his former Senate colleague's contributions to human welfare and social advancement in an interview with NBC's Pauline Frederick.

The George Meany Foundation is a part of the Herbert H. Lehman Institute. The foundation's annual tv program is incorporated into the Eternal Light series, presented weekly by NBC television and the Jewish Theological Seminary of America. SIU President Paul Hall is a member of the Meany Foundation Board of Directors.

The program's script, entitled "The Moral Dimension," was written by Charlotte Marshall, and will be narrated by Robert Burr and Lester Rawlins.

Time of the broadcast on local NBC stations may be found by consulting local program listings.

Progressive Legislation Aided By Liberal Votes

The difference between victory and defeat for much of the progressive social legislation that was passed in the 89th Congress was to a great extent attributable to the votes of labor union members who helped elect 61 liberal Congressmen to the House of Representatives during 1964.

In many cases, the margin of difference between a bill gaining acceptance in the House was represented by these 51 votes. A good example of the importance of liberal support on many crucial issues that came before the House are the tally vote listed below:

ISSUE	VOTE
Appalachia aid (passage)	257-165
Medicare (motion to kill rejected)	236-191
Urban Development Dept. (passage)	217-184
Housing (effort to kill rejected)	208-202
Anti-Poverty (effort to kill rejected)	227-178
14-b Repeal (effort to kill rejected)	223-200
14-Repeal (passage)	221-203
Public Works (approval to increase funds)	196-194
Farm Bill (passage)	221-172
Immigration (effort to limit Western Hemisphere immigration to 115,000 a year rejected)	218-189

It was passage of issues like those listed above, plus other important legislation, that earned the first session of the 89th Congress praise of the AFL-CIO Executive Council as "the most productive Congressional session ever held." Following are descriptions of some of the landmark legislation enacted:

- **Medicare**—Enacted after a 20-year struggle. Brings hospital care for the elderly under the social security program. Provides option plan to help pay for doctors' and related fees.

- **Social Security**—Benefits increased seven percent retroactive to January 1, 1965. Increased earnings of recipients permitted without loss of benefits. Liberalized provisions for widows, disabled and dependents.

- **Public Education**—First major program of federal aid to public elementary and secondary schools. Primary aim: to help children of the poor break out of poverty cycle through education. More than 80 percent of counties in U.S. will benefit.

- **Higher Education**—New program of scholarships and low-interest loans to help young persons from low and middle income families attain college education. Doubles funds for college construction to accommodate booming college-age population. Provides money to build up college libraries and to improve level of teaching at smaller colleges. Establishes a national teacher corps to train teams of experienced and novice teachers to teach in slum schools (appropriations were knocked out in last days of Congress).

- **Civil Rights**—A strong follow-up to the sweeping Civil Rights Act of 1964, the Voting Rights Act of 1965. Guarantees all Americans the right to vote. Provides for federal registrars in areas where patterns of discrimination exist in registering and voting. Eliminates literacy tests as conditions of voting.

- **Taxes**—Excise taxes slashed on long list of consumer goods. Average family will benefit by savings of \$57 annually, according to U.S. Treasury Department.

- **War on Poverty**—Series of programs including special aid to 11-state Appalachia area; broad planning for regional development through public works; Operation Head Start to give children of the poor preschool training; Neighborhood Youth Corps to help jobless youngsters; VISTA, a domestic peace corps.

- **Housing**—Stepped-up construction of low-rent public housing, grants for home improvements for home-owners earning less than \$3,000 a year, housing for the elderly. Break-through rent subsidy plan to help poor meet rent payments for decent housing, though enacted as part of bill, was squeezed out by Congress' refusal to appropriate funds. President Johnson has vowed to fight to restore it next year.

- **Pollution Control**—Legislation providing for both air and water pollution. Requires 1968 model autos be equipped to control exhaust. Takes steps to control pollution filling air from industrial fumes, smoke of municipal dumps. Moves toward cleaning up nation's rivers and streams by controlling sewage, industrial waste, other disposal.

- **Aid to Cities**—Enactment of law creating new Department of Housing and Urban Development. Gives urban-dwellers voice at Cabinet level for first time. Will coordinate all programs of federal aid to cities, helping them deal with problems of transportation, education, housing, development of community facilities.

- **Manpower Training**—Improved 1962 act by extending period during which persons could receive training from one to two years, providing additional benefits and allowances for trainees. Also now permits 100 percent federal financing rather than requiring states to pay one-third of program's costs.

- **Health**—In addition to medicare, a sweeping series of measures to improve the health of Americans, the quality of their care. Among the bills: regional medical centers to attack cancer, heart disease, stroke and other killer diseases; grants for staffing community mental health centers; increased funds for construction of health research facilities; grants to improve medical libraries and their services; expansion of grant programs for training of health personnel and for loans to students in specified health fields.

- **Immigration**—Revised immigration laws to toss out discredited national origins quota system discriminating against immigrants from certain countries. Gives priority to close relatives of U.S. citizens.

Organized labor will be watching Congress closely when it convenes again as it takes up several items of vitally important legislation that were left untouched in the last session. Among the most important of these will be repeal of section 14(b) of the Taft-Hartley Act, which permits individual states to enact so-called "right-to-work" laws.

"I Always Ride This Line!"



The tragic sinking of the cruise ship Yarmouth Castle has driven the point home to all those concerned with maritime that danger is the sailing companion of every seaman, officer or passenger who sails aboard a runaway-flag vessel.

The American-owned, Panamanian-flag Yarmouth Castle burned and sank in the Caribbean recently with a loss of 89 lives. This disaster represents a graphic example of the potential tragedy which hovers over every vessel flying the flag of a nation serving as a haven for runaway-flag ships.

Ever-present danger and potential tragedy are the inevitable results of the kind of operation run by the typical runaway-flag shipowner. These are the greedy operators who register their ships abroad for one purpose—to save money. In their pell-mell attempt to make as big profits as possible, they ignore the flag of their own country to evade American safety standards as well as taxes and working conditions.

It should be obvious that any shipowner who takes shortcuts on safety to save on his vessel's operating costs is courting disaster. Far from learning from the countless maritime tragedies that have afflicted runaway vessels, these operators still work under the assumption that a dollar saved is a splendid substitute for safety.

Safety standards aboard runaway-flag ships' are governed by the International Convention for Safety of Life at Sea, which has been in effect since 1960 when the Yarmouth Castle's country of registry, Panama, and 39 other nations agreed to its provisions. However, the Convention failed to include inspection or enforcement apparatus and exempted ships built before the 1960 agreement was signed. These two loopholes render the Convention agreement virtually use-

less in providing adequate safety standards aboard runaway-flag ships, in addition to the fact that the standards adopted by the Convention fall far below those required for U.S. shipping.

The runaway operator's haste to make an extra dollar also leads him to operate his vessels with less than the adequate number of crewmembers, thus further endangering ship safety. Owners who indulge in this practice are in reality laying a welcome mat to danger at the top of the gangway.

Another manner in which runaway owners scrimp for profits is to hire unskilled or poorly trained crewmembers. They are aided in this practice by the failure of the runaway nations to set appropriate skill requirements for ship personnel. When trouble strikes such a poorly trained crew, tragedy is bound to occur.

The SIU has issued a call to Congress to give the National Labor Relations Board jurisdiction over foreign-flag vessels substantially engaged in American commerce.

If the NLRB were granted this jurisdiction, crews on runaway-flag vessels would have the opportunity of choosing the bargaining representatives of their own choice and U.S. maritime unions could insist that the same high safety standards required on American-flag ships be applied to the runaways that do most of their sailing in U.S. commerce.

Human lives of both crewmembers and passengers are at stake on foreign-flag ships sailing from American ports. The owners of these ships have proven themselves to be more interested in dollars than safety. If U.S. maritime unions are permitted to correct these conditions, crewmembers on these ships can sail without the constant threat of inevitable danger and disaster.

Five More Oldtimers OK'd For Pensions



Burns Barrett Mutin Donovan

Five more pensioners have been added to the growing list of SIU veterans whose retirement years are secured by lifetime \$150-monthly pension checks.

The five additional pensioners are George Burns, 70, Stephen Vincent Barrett, 65, Nick Mutin, 50, Dominick Turso, 65, and Richard M. Donovan, Jr., 57.

Burns signed on with the SIU in the port of Detroit, where he sailed as an AB. Born in Buffalo, New York, he presently makes his home in Kenmore, New York. He last shipped out aboard the Niagara Mohawk.

Barrett sailed as a tug fireman, joining the Union in the port of Buffalo, New York. Born in Buffalo, he and his wife Alice continue to make their home there. Brother Barrett last sailed for the Great Lakes Towing Company.

Mutin joined the SIU in the port of Baltimore, where he sailed as a chief cook. Born in Ohio, he and his wife Lillian now make their home in Baltimore, Mary-

land. He last sailed aboard the Alcoa Trader.

Brother Turso last sailed for the Railway Marine Region in the port of New York, where he sailed as a ferry porter. Born in Hoboken, New Jersey, he and his wife Mary continue to make their home there. Brother Turso last sailed for the Delaware Lackawanna Railroad, the company for which he worked since 1917.

Donovan sailed as a member of the deck department after joining the SIU's Railway Marine Region in the port of New York. Born in New York, he and his wife Ethel now live in Union City, New Jersey. He last sailed for the Erie Lackawanna Railroad.

Identified on the basis of historical records, the Porpoise lies alongside a coral bed off Queensland. Most of the hull has rotted away, but the ship's cannon, an anchor and some ballast are still intact.

Link Old Shipwreck To Explorer

SYDNEY, Australia—The wreck of the ship Porpoise, aboard which explorer Matthew Flinders was sailing in 1803 when she and another vessel, the Cato, struck a reef and went down off the coast of Australia, has been found and identified by a skin diver-underwater photographer.

Flinders was one of the most noted explorers of his time who is today best known in Australia, where many a town is without a street named after him and where a mountain range bears his name. He was also the first to discover and correct for the compass error caused by iron in ships. The vertical bars of soft iron placed near the compass to make this correction were named Flinders bars after him.

Although the Porpoise has, since its sinking, been associated with Flinders it was not actually his ship, and he was sailing as a passenger when she went down because his own vessel, the Investigator, was leaking badly due to a rotted hull.

Not His Ship

When the Porpoise and the Cato struck the uncharted reef and went down, Flinders took charge, and leaving most of the crewmen on a sandbar rowed with six crewmen the 800 miles back to Port Jackson—which is what Sidney was then called. He then brought back the relief ship that picked up the survivors. Flinders' 800-mile voyage over open water in a small boat propelled solely by oars is one of the most amazing feats in maritime history.

Flinders' reputation in Australia stems from the fact that he helped explore the Australian coasts. He was attempting a circumnavigation of Australia when the Investigator began to leak and he barely made it back after a difficult voyage.



Turso



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

It's the same story all over the Great Lakes in regard to shipping—all has been excellent. It certainly appears that it will remain this way until the closing of the shipping in the area. We have had unusually good weather on the Lakes until just the last week or so, when there have been a few snow flurries with the temperature dropping well before freezing at night.

Alpena

We have the E. M. Ford fitting out now and shipping is expected to remain good for the next two weeks. Since deer season opens the 20th of this month, plenty of relief jobs are expected to be called in.

Buffalo

The Kinsman Marine Transit Co. will be the first to begin laying up vessels in this port, starting sometime during the first week of December. At least 25 vessels are expected in the winter fleet this season.

Cleveland

Even though the season has only a few more weeks to go, calls for replacements have not slowed down. Some of the book men are starting to come in already with room for quite a few more.

Chicago

Shipping is remaining steady, and no major changes are foreseen in the next few weeks. Joe Yukes is still farming his eight acres and has kept the guys on the beach well supplied with fresh vegetables.

Detroit

A couple of A & G members hit it lucky when the Kyska called

here last week. Les Lapage shipped as AB, and Bill Doyle went as pearl diver. The Kyska will call on the East Coast and Gulf ports, then proceed to the West Coast and Far East.

Duluth

Shipping still has not let up in this port and remains good, especially in the deck and engine departments, although the steward's department has been falling off slightly. Most vessels have at least one more trip up. The Mesabi Ore Dock will close November 21, but the G. N. A. Docks will remain open a little longer. Grain shipments have been maintaining a steady pace.

We have received word from the Ann Arbor Railroad Co. that they will call for a crew for the Grand Rapids on December 1. The jobs will be posted semi-permanent for at least ten days preceding the reporting date. The vessel is scheduled to begin operating December 6.



Furst

Frankfort



By Frank Drozak, West Coast Representative

Shipping continues to be very good in the port of San Francisco, and the shortage of men in all ratings, except bosun, continues to persist. During the last two weeks the Steel Designer, Steel Flyer, Express Buffalo and the Alice Brown paid off. Crewing up in the Bay area were the Iberville, Fanwood, Longview Victory, Ocean Dinny, Transyork, Fairwind, Delaware, Fairport, Steel Flyer, Steel Designer and Alice Brown.

R. A. DeVirgilio, a DM veteran, dropped into the San Francisco hall recently. He said he was stuck in Anchorage, Alaska for some time when the Express Buffalo laid up because of winch trouble. R. Spencer, a veteran Gulf Seafarer told us he came West after hearing reports that shipping was so good. He barely had time to talk with the boys here before he took off to Wilmington to sign on as AB on the Bayhorn Victory which is headed for the far east. Good shipping also convinced T. J. Kismial that he had enough time on the beach, and the time had come to regain his sea legs. Brother Kismial also grabbed a far east run on the Alice Brown where he'll hold down the bosun's job.

Oldtimer Demetrios Calogeros came by to tell us how pleased he was with the new contract. Calogeros said his last ship, the Mt. Washington, was the best he's ever sailed on. He had to get off because of illness.

Dennis Manning is also a man well satisfied with his last ship, the Seattle. Manning put 14 months in on her as DM, and is now waiting to catch her again when she comes out of the shipyard.

Among some of the old faces that have visited the hall recently was Frank Lamberti who recently piled off the San Francisco where he made two trips as bosun. He told us he was planning on enjoying Thanksgiving with his family this year.

Shipping has been setting a booming pace in Wilmington during the last two week period, and there is a shortage of class A and B men in all ratings. The outlook for the coming weeks continues to be very good. The Oceanic Spray paid off and eight ships visited the port in transit.



DeVirgilio



Lamberti



Fred Farnen, secretary-treasurer of the SIU Great Lakes District (center), signs the new 1965 contract with member shipping companies of the Great Lakes Association of Marine carriers. Seated with Farnen are (l-r) William Crippen, Boland and Cornelius S.S. Company (left), and James Lucier, Wyandotte Transportation Company (right). Looking on from the rear are Jack Bluff, GLD Detroit Port agent (left), and Henry Rake, Reiss S.S. Company (right).

Ratified By Membership

Major Gains Won In New SIU Great Lakes Pact

DETROIT—Members of the SIU Great Lakes District have won major gains in a new three-year contract which provides for an 18-cent wage rise, a 74-cent per man, per day increase in welfare contribu-

tions made by the companies and an industry wide vacation plan.

Terms of the new contract were ratified unanimously at membership meetings held at Great Lakes District ports on October 18. The new pact will give SIU-GLD

members an 18-cent rise in wages over the life of the contract. The increased 74-cent per day, per man contributions to the Welfare Plan made by the companies will become effective in March, 1966.

New Vacation Plan

The new contract with the Great Lakes Association of Marine Carriers, also calls for the establishment of an industry-wide vacation plan. The new plan will go into effect on January 1, 1967.

The new pact also provides protection for members who miss their ship. Under the new terms, a member who misses his vessel, even through his own fault, cannot be fired, provided that he notifies the captain or company and the Union of his intention to rejoin his ship.

Provisions have been inserted in the new agreement to protect jobs that the shipowners have been trying to eliminate in the past. The new wording states "Not less than three seamen shall constitute a complete watch at all times." Several months ago several Great Lakes operators tried to convince the Coast Guard to eliminate the deckwatch classification aboard their ships. The deckwatch is the third watchstander on each watch.

Another change in the new contract will speed up maintenance and cure payments to members on the beach. According to the new provisions, shipowners must now pay all claims in amounts of not more than two weeks period payments.

AMERICAN LABOR AND BRITISH LABOR

OUR COMMON PURPOSE

IT is my great honor and privilege to bring you fraternal greetings and good wishes from the officers and members of the American Federation of Labor and Congress of Industrial Organizations.

Since your last congress, we of the AFL-CIO welcomed an event of vital importance for your country and the whole world—the Labor Party victory and the establishment of a Labor government. We of the AFL-CIO have always been keenly interested in what happens in your country. We have been especially interested in TUC reactions to the problems it faces. After all, our two countries are divided only by a common language, as it has been said, if I recall correctly, by one of your most esteemed leaders. I refer to the late Herbert Morrison, whom the American trade unionists have always respected very much.

Problems Much Alike

We confidently look to your decisions being meaningful and fruitful for the international labor movement as well as for your own membership and nation. In certain details, the specific problems before you may be different from those we face. But in essence and substance these problems are quite alike. We both live and work in a democratic society. Neither the British TUC or the AFL-CIO can escape the impact of a world which is far from peaceful. It is a world with hundreds of millions of its people ill-fed, ill-clad, and ill-housed. It is a world where more than a billion people live under one or another type of dictatorship.

As you well know, British and American labor have had close associations for a number of decades. These associations have been strengthened by adversity no less than by advance. The bond that has held us and will hold us together is our common dedication to democracy and social justice. Of course, we have not always been in full agreement on everything. But, having been brought up in democratic societies, with traditions of freedom, we have both learned how to disagree without being disagreeable. In our democratic societies, disagreement is no road to liquidation.

It will interest you to know that the labor

movement of the United States is the most internationally-minded segment of American society. Two world wars and the subsequent rise of a variety of dictatorships have taught us some valuable lessons. Regardless of their differences, these dictatorships are all mortal enemies of free labor, human dignity, social justice, democracy and world peace. We of American labor do not measure our world-mindedness by the amount we spend on our international activities. Though I am sure you will be interested to know that the AFL-CIO Executive Council spends nearly 25 percent of its income on these activities. I am equally sure that you will be glad to learn that the largest proportion of this sum has been spent through contributions to the International Confederation of Free Trade Unions (ICFTU). American labor, together with the British TUC, worked hard to establish the ICFTU. We have been working with equal energy to build the ICFTU. And we will spare no efforts to make the ICFTU an ever more effective and truly international body.

Here, let me assure you that AFL-CIO President George Meany spoke for our entire membership when he told the ICFTU Eighth World Congress at Amsterdam on July 7: "We may come from different countries, we may have different religions, we may differ in our political affiliations or have other differences—but we must never forget that what unites us and brings us together in this historic congress is far stronger than that which may, at one time or another, divide us." I need not assure you that these remarks were very well received by the delegates.

International Interest

The international interest and activities of the AFL-CIO go beyond the international free trade union movement. We do our utmost to help our country develop and pursue a democratic foreign policy. We want our country to be strong enough militarily, politically and economically to assure its own national security. We have done our best to have our nation help other liberty-loving peoples defend their own peace and freedom. In this spirit, American labor set the pace in supporting the Marshall Plan. We were the first to call for prompt adequate aid to the post-war British Labor government. American labor has consistently championed the right of self-determination for all peoples. We have resolutely opposed the new as well as the old form of colonial domination. No one has fought harder than American labor for adequate assistance to the new nations in their efforts to be free from foreign control and develop modern economies and free societies in which responsible trade unions can grow. We hold that the unity and strength of the Atlantic community are the best guarantee for world peace. We believe in building the United Nations into an effective force for world peace and human rights.

Through all our international policies and actions there runs like a steel rod the conviction that the struggle between democracy and dictatorship is the over-riding problem of our age. We strongly prefer democracy—despite all its imperfections—to every form of dictatorship with all its pretenses to perfection. What is more, we are convinced that the workers of every country in the world have the greatest stake in making democracy triumphant in this struggle. Why? Because without democracy there can be no free trade unions.

As we of American labor see it, any policy which serves human freedom and peace deserves our support. On the other hand, we oppose any policy or business deal which helps or strengthens any dictatorship, any aggressor, or any fellow-travelers of dictators and aggressors. In this light, we of American labor are against the sale of American-made radio transmitters to the Indonesian dictator Sukarno. We oppose this sale because he would use them for aggression against the people of Malaysia today and perhaps against the people of Australia tomorrow. By the same token, we would like to see that no British buses or French planes should be sold to Castro, the dictator who has destroyed the Cuban free trade unions and robbed the people of Cuba of all democratic rights. We do not have a narrow job-protection attitude towards such international business transactions. We would rather lose some of our jobs on occasion, for some of the time, than do anything which might help those who want to destroy our liberty for all of the time. This was the inspiring attitude of your Manchester textile workers when they supported the cause of Lincoln and freedom and opposed British commercial transactions helpful to the Southern slave-holding oligarchy.

This is the position of the American trade union movement. This is our attitude, regardless of the position that our government might take on this or similar questions. For instance, we have consistently differed from our government's policy towards the Falangist dictatorship of Franco Spain. The AFL-CIO has always been against our government or any other democracy, fostering any commercial or economic transactions helpful to any type of dictatorship. We do not prefer one type of dictatorship as against another because of the color of its flag or its revolutionary pretensions.

In this connection, let me say that our President, George Meany, spoke for the entire American labor movement when he told the recent Congress of the ICFTU that, "Greater unity and superior strength of the freedom-loving peoples provide the surest road to a world free from war. Those who prize democracy must have the determination and strength not only to prevent war but also to deter the aggressor from taking any action which might aggravate the danger of war. This holds true for the struggle against indirect as well as direct aggression. It is just as necessary to beat aggression by ambush or subversion as it is to defeat aggression by assault and invasion." In these remarks he is reflecting the views of the overwhelming majority of the American people as well.

Ambush by Aggression

Let me be very clear. When I speak of "aggression by ambush," I have in mind the tragic Vietnam situation. American labor welcomes the position taken by the British Labor Party and Labor Government in supporting "the American position in helping the South Vietnam government to resist the . . . drive from the North." We also appreciate the sympathetic understanding of our position shown by your distinguished Foreign Secretary, Michael Stewart, at the Oxford "Speech-In" a few months ago.

I thank you most heartily for this opportunity to tell you how we of American labor view the critical international situation. Let me leave you with one thought above all else: Our knowledge that British labor never has been and never will be silent or idle in the struggle between freedom and tyranny brings us great encouragement as a member of the family of free world labor.

John H. Lyons, Jr. is president of the International Association of Bridge and Structural Iron Workers Union, which is a member of the AFL-CIO Maritime Trades Department and on which Brother Lyons serves as an executive board member. The text of the remarks on this page was delivered by Lyons before the British Trades Union Congress last month where he represented the AFL-CIO as a fraternal delegate. The LOG is reprinting Lyons' remarks since they illustrate the common ties, ideals and interests which serve to link the American and British labor movements. Brother Lyons' remarks clearly explain why the AFL-CIO is working to strengthen democracy around the world.



John H. Lyons Jr.

Moves Underway To Make Marad Independent Agency

WASHINGTON, D.C.—The year 1966 may well see the most intensive reexamination of American maritime policies since passage of the Merchant Marine Act of 1936, it is widely believed here.

Among the proposals which have already come in for considerable discussion is a proposal to remove the Maritime Administration from the Department of Commerce and make it an independent agency.

At least three bills to this effect have already been introduced in the Congress—by Representatives Mailliard of California, Pelly of Washington and Downing of Virginia — and indications are that hearings may be held early next year by both the House Merchant Marine Committee and the Senate Commerce Committee.

Should any of the proposed bills eventually become law, and the Maritime Administration made an independent Executive agency responsible directly to the President, it will mean the culmination of a battle which maritime unions and maritime industry interests have been waging since Reorganization Plan No. 7—which was submitted by President Kennedy to Congress on June 12, 1961, and which became effective 60 days later—abolished the relatively autonomous Federal Maritime Board, which had existed

since 1936, and transferred most of its functions to the Department of Commerce.

Under this Reorganization Plan, the Maritime Administration is maintained as an agency of the Department of Commerce, but the Maritime Administrator is subordinate to the Secretary of Commerce and the decisions of the Maritime Administrator—including those on subsidies—are reviewable by the Secretary of Commerce.

Unfortunately, and to the detriment of the American-flag merchant marine, the goals and purposes of the Maritime Administration and the Department of Commerce do not always coincide—in fact, they sometimes conflict.

The primary function of the Maritime Administration, for example, is to promote and improve the American-flag merchant fleet. One of the primary functions of the Department of Commerce, on the other hand, is to promote the interests of American business in general, and the Department apparently feels that one of the best ways of doing this is to increase the volume of commodities ex-

ported from this country—in other words, to promote the sale of U.S. commodities abroad.

Yet there are many businessmen in this country who believe that the use of American-flag ships restricts the volume of our exports, and who would reject any suggestion or requirement that American ships be more widely used, and this could be an incentive for the Department, under certain conditions, to take actions which would favor the use of foreign-flag vessels over American ones.

Such an action was taken by the Secretary of Commerce only recently, when he indicated to a Congressional committee that he favored lifting the 50 percent American-flag requirement on sales of American wheat to Soviet countries.

In view of considerations such as those cited above, the SIU and other maritime unions, as well as a number of maritime industry spokesmen, have long felt that the best interests of the American-flag merchant fleet would be served if its destinies were in the hands of the one Federal agency charged by law with the responsibility for preserving and promoting it, and which, in reaching its decisions, had no conflicting interests to consider.

These union and industry groups have therefore been urging that the Maritime Administration be reestablished as an independent agency and that the Maritime Administrator's decisions be removed from review or overruling by the Secretary of Commerce.

Furthermore, it must be remembered that some of our most important Governmental programs, designed to assist the American-flag merchant fleet, are administered neither by the Maritime Administration nor the Department of Commerce.

The Public Law 430 program, which calls for Governmental disposal of our surplus agricultural products, for example, is administered by the Department of Agriculture, and Agriculture's interests invariably conflict with those of the maritime industry.

Other Governmental programs are administered by such agencies as the Defense Department and Agency for International Development, which is an arm of the State Department, and these agencies in the past have displayed little concern for the welfare of the American-flag fleet.

In fact, the House Merchant Marine Committee, in reviewing the administration of the Cargo Preference Act in 1955, noted that a lack of coordination and a great deal of confusion existed in implementation of the Act, and recommended that administration of the Act be centralized under the general surveillance of the Maritime Administration. This recommendation, however, has never been carried out.

It is the feeling of the SIU and other maritime unions, as well as various industry groups, that once MarAd is established as an independent agency, it should be the one to administer the various cargo preference laws enacted by this country to assist its merchant marine.

Tighten Those Belts



International Longshoremen's Association safety director Joseph Leonard (left) and SIU safety director Joe Algina check automobile seat belts on display at the recent Labor Conference of the National Safety Council held in Chicago. AFL-CIO President George Meany has called on all union members to join in an all-out safety campaign to reduce the tragic rise in fatalities on the nation's highways by installing and using seat belts.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

Is Food Really A Bargain?

Kellogg's Corn Flakes spent an estimated \$300,000-\$400,000 one night recently on a big variety show featuring Jimmy Durante. The show, reaching a nationwide audience on prime evening time, had one message: to tell the public that "food is a bargain." Durante, a great comedian in more ways than one, gave a commercial, announcing that he had learned from Government "data" that food takes only 19 per cent of your income, which is less than in other countries. (You can be sure Durante knows more about "dis-a" than "data.")

Then the announcer came on, and with a medley of patriotic music playing in the background, said this low proportion of income for food was the result of American free enterprise. The announcer then said, "Is someone trying to tell you food is not a bargain?"

This costly, star-studded attempt to make it sound unpatriotic to criticize high food prices—part of a general food-industry campaign—is not only in bad taste but based on some misleading figures from the U.S. Agriculture Department. Even in the face of this year's jump in food prices, food manufacturers have embarked on a new campaign "designed to convince Americans that food is cheap," Elmer Roessner, syndicated business columnist reports.

Roessner points out that the real reason why we spend a lower share of income for food than consumers in other countries, is because total American income is much greater than other nations. The fact is, most foods are really cheaper in foreign countries, he observes.

The other misleading interpretation used by the Agriculture Department is the "19 per cent" figure. This is a figure taken from the Department of Commerce, and includes expenditures of nonprofit institutions, and single individuals as well as families. In contrast, Bureau of Labor Statistics "data," which Jimmy Durante overlooked in his research, indicate that an urban wage-earning family with two or more children usually spend 24 to 30 per cent of their income, and more for large families.

Despite the food industry's and Agriculture Department's incessant campaign, the public apparently refuses to believe that "food is a bargain." One USDA official told a meeting of Illinois home economists recently that she was "disturbed" because of a recent survey. It asked homemakers across the country if they had noticed any price increases, and if so, in what items. The survey showed that the "great majority of women had spotted the price increases in food and clothing."

In a year in which food prices have gone up more than any other item except medical care, you need to be selective in your buying, and especially avoid expensive convenience foods. The back of the Kellogg's Corn Flakes boxes now show a big picture of Jimmy Durante at the piano singing "Food is a Bargain," and quoting various statistics.

But the front of the box tells a different story. That's where the price is shown.

You can make it a rule, that the instantier the food, the more it costs.

Maritime Gets Tiny Share Of U. S. Subsidy Dollars

Opponents and critics of a strong American-flag merchant marine are always quick to condemn the amount of money being spent by the Government on maritime subsidies. Yet only a small amount of the

Government money used in subsidies and similar aids is spent on the merchant marine, a recent Government publication reports.

"Subsidy and subsidy-effect programs of the U.S. Government," a report issued by the Joint Economic Committee of the U.S. Congress, describes 130 kinds of Federal subsidies which are given to large numbers of individuals, industries, and interest groups. Of these, merely three, the shipbuilding subsidy, the ship-operating subsidy, and cargo preference, go to the aid of the maritime industry.

In the words of the Joint Committee: "It is interesting to note that the only Federal statutes using the word 'subsidy' are those dealing with ship construction and ship operations." The Committee explains that the other 127 kinds of Government subsidies are masked with such terms as "services," "loans (at cheap interest)," "tax incentives," and "expenditures necessary to the national interest." Yet, no matter what these programs are called, they are subsidies—they provide cash benefits to people and organizations at Government expense.

Figures released by the Committee indicate that Government subsidy programs have cost an average of nearly \$7 billion a year since 1955. This amounts to an estimated total of almost \$83 billion through 1965. Maritime's share of this total is estimated at \$800 million for shipbuilding, \$2

billion for ship-operating subsidies, and \$259 million for cargo preference. Thus the merchant marine gets only about 4 percent—four cents out of every ten dollars—of the subsidy money spent by Uncle Sam.

Who gets the other percentage of Government subsidies?

As you might expect, the man receiving by far the largest package of subsidies is the farmer. The Joint Committee estimates that from the years 1955 to 1966 farmers will have received a total of more than \$46 billion. Subsidies to farmers include more than the conspicuous price support program. The Government conducts nearly all scientific research on farming, works out management techniques to help farmers increase profits, and operates a vast extension program for farmer education.

Other major Government subsidies include an estimated \$16.1 billion to business (1955-66); \$65 million to civil air carriers (1955-65); \$1,008 million to businesses in the form of postal rates lower than Government costs (1956-1963); \$23.2 billion in special tax benefits to owners of defense facilities (1951-59); and \$779 billion for financing airport construction (1947-63). The Government also has a long record of support to land transportation interests such as grants of land and special benefits to railroads, and special features incorporated in highways to aid trucking.

Helping Hand



Seafarer Perry Konis (left) gave shipmate Nick Cominos a hand in filling out an S&A benefit form at the New York hall recently. Both Seafarers were just off the **National Defender**, on which Konis sailed as bosun while Cominos held down the pumpman slot.

Industrial Growth High On Inland Waterways In 1965

WASHINGTON—The expansion of industrial waterside plants through the third quarter of 1965 may prove to be a source of a large amount of additional cargo for inland waters vessels.

The increase of 404 represented the greatest increase in waterside facilities since a similar period in 1956.

Since 1952, 5,774 waterside plant site developments have been added. One of the major inducements leading manufacturers to locate at waterside sites is the low cost movement of bulk shipments

available with the use of tugs and barges or larger vessels—as opposed to the high railroad rates which must be paid for shipments by similar manufacturers located inland.

During the third quarter of 1965 the chemical industry continued to lead in waterside expansion by adding or expanding 43 sites, representing 29 percent of all new waterside plant facilities. Metal producing plants accounted for 37 new facilities; 31 were docks, wharves and terminals; 13 were general manufacturing plants; seven were paper and paper products plants, five were petroleum and petroleum products plants; four were grain facilities; two each were fertilizer producing plants, power plants, textile plants and cement works.

Major Waterways

The major waterways involved were the Mississippi River with 23 sites, the Ohio River with 20, Tennessee River with nine, Houston ship channel with eight, Lake Erie and Lake Michigan with seven each, Missouri River with six, Atlantic intracoastal waterway with five, and Tampa Bay with four.

'Gift Of Life'

(Continued from page 4)

innovations in medicine in which the USPHS hospitals are in forefront. Among the important research programs carried out at the Staten Island USPHS hospital in the past have been improvements in child-birth techniques and better treatment of venereal disease. The hospital staff is presently engaged in research in methods of controlling hypertension and diseases of the kidney, cancer of the mouth, heart disease, diseases of the eyes, the breast and the lungs.

An SIU-backed bill to prevent the closing of the U.S. Public Health Service Hospitals was introduced into the House of Representatives several months ago by Representative Jacob H. Gilbert (D.-N.Y.). The bill (H.R. 7268) came in the wake of testimony by the SIU before the House Appropriations subcommittee on budgets for the Department of Health Education and Welfare and Labor Department, and testimony by the SIU before the House Merchant Marine and Fisheries Committee.

Following the SIU denunciations of the proposed closing, Representative Gilbert introduced his bill (H.R. 7268) to amend the 1936 Merchant Marine Act, so that PHS hospitals could not be closed without the consent of both Houses of Congress.

At the present time, the bill is still pending before the House of Representatives.

Another bill that would block the closing of U.S.P.H.S. Hospitals was proposed by the late Congressman Herbert C. Bonner (H.R. 8160). This bill is also pending before the House.

All Previous Records Fall As Business Profits Soar

WASHINGTON—American business and industry smashed all existing profit records in the third quarter of 1965, surpassing the already tremendous increases of the first and second quarters over comparable periods in the previous record year of 1964.

The unofficial and incomplete earnings reports, as listed by leading business magazines and newspapers, were supported by a Commerce Dept. report of a sharp summer-time rise of approximately \$11 billion in Gross National Product—the total output of goods and services—after seasonal adjustments.

"The traditional midsummer let-down skipped the U.S. business community this year," reported Business Week in its survey of third-quarter profits.

The Wall St. Journal in its quarterly report of profits said:

"The first 525 reports issued by publicly held corporations for the third quarter show an aggregate net income" of just under \$4.213 billion, "or 16.8 percent more than the same companies earned in the like 1964 period."

Corporation profits in the third quarter "maintained the record \$44 billion annual rate" scored in the first six months of the year, "far above the \$37 billion pace registered in the first half of 1964," the Journal reported.

"Significantly," the survey observed, the basic steel industry contributed little to this good showing" despite high third-quarter steel sales that may have reflected apprehension of a possible strike.

Third-quarter earnings in some other categories—aircraft makers, rubber companies, mining and metal firms—ranged from 42.6 percent above earnings in the same quarter last year to 153.7 percent.

Net earnings of corporations and business after taxes in 1964, the previous record year, reached the \$37 billion level. The projected figure of \$44 billion for 1964 would mean a spectacular increase piled on top of an increase, although some economists believe that business will have a "tough time" maintaining record profits at that level in the fourth quarter, the Journal said.

This is because of anticipation that there will be inventory-cutting in the aftermath of the summer-time steel labor dispute. "Any slowdown promises to be a

small one at most and would be from lofty heights indeed," the survey said.

First-quarter corporate earnings showed an increase over 1964 of 16.3 percent and second-quarter gains ran at a 15.9 percent level—both of them lower than the third-quarter rise.

In addition, the Journal survey noted, profit margins continued to show a higher increase when

measured as a percentage of sales.

Any pressure exerted on record profits by a cutback in steel sales in the fourth quarter may be "partially—if not fully—offset by some sizable gains expected for the auto industry," the Journal's survey noted.

"The fourth-quarter earnings increase expected for the auto industry could turn out to be immense."

Right To Strike Rarely Used But Essential, Study Shows

WASHINGTON—Strikes are such a rare occurrence in American industry that twice as much work is lost each year because of on-the-job injuries, according to an AFL-CIO study.

While strikes are infrequent, the analysis stresses that the right to strike is the heart of the collective bargaining process which establishes wages and working conditions for millions of Americans.

The analysis, in the November issue of the AFL-CIO American Federationist, explores some of the common misconceptions about strikes, including the fiction that the public is always the loser when labor and management clash.

Freedom from the occasional inconvenience of a strike, the article suggests rests lightly on the scales when weighed against the alternatives: dictation of working conditions by either the employer or the government.

Perspective Needed

The article, by Elizabeth Jager of the AFL-CIO Department of Research, seeks to set in perspective the impact of strikes on the nation's economy and explain in simple terms why and how workers decide to strike.

It relates lost time because of strikes to lost time for other causes through these government statistics: for every man-day of production lost through strikes in 1964, two days were lost through work injuries and more than 40 days through unemployment.

The author does not question the

fact that there is a "public interest" in many strikes. There is a "public interest" also, she stresses, in the democratic concept of collective bargaining and the right of workers to utilize the "final weapon" of the picket line.

Checks And Balances

Most unions have a system of checks and balance to prevent hasty, unnecessary strikes—most commonly a procedure requiring both a vote of the union members directly involved and approval by the parent union.

Each strike, the article points out, has its own peculiar causes and background which may be unknown to the casual newspaper reader. Very often, the Federationist analysis notes, strikes which appeared "unreasonable" to the outsider at the time turned out to be landmarks in improving industrial relations.

A Brookings Institution study by three prominent Harvard University professors made the point in these words: "The authors were considerably impressed by the number of instances in which serious strikes had been constructive turning points in particular histories of union-management relations."

Ship Collision

(Continued from Page 2)

rencecliffe Hall from bow to amidships.

The Lawrencecliffe Hall was reported resting on her side, with parts of her superstructure clearly visible at low tide. She is well out of the main shipping channel.

The Lawrencecliffe Hall was about the same size as the Leecliffe Hall, owned by the same company, which sunk last year a little farther down the river with a loss of three lives.

SIU of Canada President Leonard "Red" McLaughlin has asked the Canadian Government for a minimum safe navigation watch on vessels of 6,000 gross tons or over, such as the Lawrencecliffe Hall, of 1 licensed deck officer and 3 unlicensed men on deck and 1 licensed man and 2 unlicensed in the engine room to help prevent such mishaps. On vessels under 6,000 gross tons he called for 1 licensed and 2 unlicensed on deck and 1 licensed and 2 unlicensed in the engine room.

President Polk's Maiden Voyage



The SIU Pacific District-contracted **President Polk** (American President) began her maiden voyage on November 17, with calls scheduled at Yokohama, Kobe and Nagoya, Japan; Naha, Okinawa; Pusan, Korea; and Keelung, Taiwan. Construction of the Polk began in March, 1964 and the vessel was launched in January, 1965. Like her sisterships, the **President Monroe** and **President Harrison** which will be delivered to APL during the next six months, the 23,000-ton Polk is 564 feet long, 76 feet in the beam, with a cruising speed of 20.5 knots.

From the Ships at Sea

While East Coast landlubbers from New York to Canada were blacked out as a consequence of a major power failure recently, Seafarers aboard the *Oceanic Cloud* (Transworld Marine Corp.) were facing some power difficulties of their own. The *Oceanic Cloud's* emergency generator went

bad, causing some crewmembers on board to wonder whether the now famous grid system that services the Northeastern Seaboard with electrical power did not somehow extend to the ships at sea. "Who knows?" says ship's delegate Andrew Lesnansky. "These days anything is possible. Nothing, but nothing, would surprise me." The crew and captain are making plans to repair the faulty generator, which should be back in operation soon.



Lesnansky

It is not unusual aboard an SIU-manned vessel for the crew to award its delegates with an all hands vote of thanks in appreciation for a job well done. But delegates sailing the *Los Angeles* (Sea-Land) believe that appreciation is a two-way street. Meeting secretary S. M. Simos reports that deck delegate E. Bonafonte extended a hearty vote of thanks to the entire deck department for their excellent work and cooperation during the voyage.



Bonafonte

Seafarers sailing aboard the *Robin Kirk* (Robin Lines) were sad to see their old pal and shipmate Tiny Lamourieux pile off. "Tiny is a good sailor, a good Union member, and an all around great guy," says ship's delegate Al Hernandez. "We are all going to miss him," Brother Hernandez declares.



Hernandez

Aboard the *Hurricane* (Waterman Steamship), Seafarers would rather fight than switch. And if mentholated cigarettes are not soon made available in the slop chest, the *Hurricane* may have a full scale mutiny on her hands. "We have a large contingency of 'peppermint stick' smokers on board," announces ship's meeting chairman D. B. Fitzpatrick. "And they want their 'air-conditioned' cigarettes." According to rumor, the menthol mutiny is being led by bosun M. C. (Willie the Penguin) Wells.



Fitzpatrick

Aboard the *Ames Victory* (Victory Carriers Inc.) the members of each department have unanimously decided to award their department delegates with a resounding vote of thanks. The deserving delegates were William R. Dodd, ship's delegate, Eugene Dote, deck delegate, J. Rogers, engine delegate, and Leroy Guiley, stewards delegate. "It is a tremendous thing to see such accord and cooperation between the crew and the delegates," says meeting secretary D. M. Woods. "This trip was solidly within the SIU tradition."



Dodd

Safety is always a major topic of discussion when Seafarers hold their shipboard meetings. The *Halcyon Panther* (Halcyon Steamship) crew is no exception. "We always make sure to go over SIU safety measures and regulations at every opportunity," reports ship's delegate William Mitchell. "Such procedures are often literally a matter of life and death for Seafarers." The latest word in safety precautions from the *Halcyon Panther* is a tip to new men to keep all water-tight doors securely closed during rough seas.



Mitchell

Seafarers sailing the *Del Sud* (Delta Lines) take their shipboard political responsibilities seriously. A motion has been made and accepted that everyone on board who is not on duty shall attend the Union meetings. It was further decided that if the ship's delegate is scheduled for duty at the time of the meeting, someone should make a full report of the proceedings to him. Delegates serving aboard the *Del Sud* are: Edward Avar, ship's delegate, James Tucker, deck delegate, R. Coleman, engine delegate, James Gonzalez, topside stewards delegate, Vincent P. Pizzitolo, waiters and messmens delegate, and Dominick DiGiovanni, galley delegate.



Tucker

Steward departments aboard the following vessels have been awarded the Seafarers Golden Galley Medal of Honor for chow and service above and beyond the call of Duty:

Potomac (Empire Transport),

Western Comet (Western Tankers), *Morning Light* (Waterman Steamship), *Beaugard* (Sea-Land), *Andrew Jackson* (Waterman Steamship), *Los Angeles* (Sea-Land), *Globe Carrier* (Maritime Overseas).

According to ship's delegate William Goff, the decks are buzzing with excitement aboard the *Summit* (Sealand Service.) It all started when an all-hands motion was made to raffle off the crew's tv set. "Everybody on board has taken at least one chance on the set," says Brother Goff. "The drawing itself is scheduled to take place sometime in the near future. In fact, there is talk of a second raffle, in which crewmembers will take additional chances on guessing the winning number. Of course, as is the case on all SIU ships, all raffle proceeds will go into the ship's fund."



Goff

According to J. H. Shearer, ship's delegate aboard the *Calmar* (Calmar Steamship Corp.), the department delegates on board are tops. "This has been a very smooth voyage and no one has come to me with any beefs," Brother Shearer reports. "The department delegates have fully cooperated and I want to thank them for a bang-up job." Meeting secretary H. Carmichael agrees with Brother Shearer, and further reports that the crew awarded a tongue-in-cheek vote of thanks to the air conditioner which worked perfectly all voyage long.



Shearer

Del Norte (Delta Lines) crewmembers gave Seafarer Salvador J. Rallo a "great big round of applause" for his unselfish generosity and his kind consideration of deprived children, reports ship's meeting Secretary Bill Kaiser. Sal won the old movie projector, coming in first in the arrival pool in New Orleans. Although he was offered top dollar for the projector, he turned down all bids preferring to donate the machine to a New Orleans Children's Home that is without movie equipment. The projector will be presented as a gift from the entire *Del Norte* crew.



Rallo

Union Closes Temporary Ports Of Jacksonville and Miami

The SIU's temporary port facilities in Jacksonville and Miami have been closed following membership approval of a recommendation to suspend operations in the two Florida ports in the interests of efficiency, economy and service. The membership voted to accept headquarters recommendation to close the Union halls in the two ports and transfer the vital parts of their operations to the port of Tampa. The action was taken at October membership meetings.

The report cited the fact that there no longer was a necessity to keep the Union's facilities in Jacksonville and Miami open. It noted these were not classified as constitutional ports, and had been originally opened to serve the specific needs of the membership. The report stated that these needs had changed to the point where one port averaged about one pay-off every seven weeks.

Authority to close the two ports is contained in Article X, section 1(e) of the SIU-AGLIWD Constitution. This section provides the Union president with authority to designate the number and location of ports, and to open or close ports, subject to approval by a majority vote of the membership. The section states that the Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit may not be closed, except by constitutional amendment.

COMMANDER (Marine Carriers), October 17—Chairman, Ivan Anderson; Secretary, Donald McMillan. Some disputed OT in each department to be brought to attention of patrolman.

SACRAMENTO (Oriental Exporters), October 3—Chairman, W. P. Link; Secretary, H. Westphall. No beefs reported by department delegates. To write letter to headquarters about getting machine to make ice cubes.

WESTERN HUNTER (Western Tanker), October 10—Chairman, Hughlin Warren; Secretary, M. Haukland. \$30.57 in ship's fund. Brother Camp-

clarification. \$10 in ship's fund. Lengthy discussion about new chief cook's cooking. Hand vote of crew showed unanimous disapproval and complaints.

STEEL CHEMIST (Isthmian), October 3—Chairman, R. F. Holder; Secretary, H. A. Orlando. \$4 in TV repair fund. Some disputed OT in deck department. Otherwise, no beefs, reported. Vote of thanks to the steward department for a job well done.

PORTMAR (Calmar), October 17—Chairman, E. W. Nicholson; Secretary, C. R. Myrick. Ship's delegate reported that all is O.K. No beefs reported by department delegates. Vote of thanks extended to ship's delegate.

FORT HOSKINS (Cities Service), October 21—Chairman, Albert Mascello; Secretary, John Silva. Some disputed OT okayed by Captain to be put on next trip's sheets.

DEL SOL (Delta), October 8—Chairman, J. Tujague; Secretary, R. E. Staugh, Jr. All repairs were made except for a couple of minor ones. \$34.25 in ship's fund. Some disputed OT in engine department. Brother Tujague was elected to serve as ship's delegate. Motion made to impose a fine or something to men quitting ship at last minute without notice (24 hours), causing ship to sail short-handed. Patrolman to clarify new contract for Firemen and Oilers.

SEATRIN LOUISIANA (Seatrains Lines), October 17—Chairman, R. Donnelly; Secretary, L. Blizzard. Ship's delegate reported that everything is running fine. \$43 in ship's fund. Some disputed OT in engine department to be taken up with boarding patrolman. Vote of thanks extended to the electrician and fireman for installing TV antenna.

SEATRIN NEW JERSEY (Seatrains), October 22—Chairman, W. Thompson; Secretary, Juan Medina. Brother J. Gordian resigned as ship's delegate. Brother Fred B. Kritizler was elected, to serve as new ship's delegate. Some disputed OT in engine department to be turned over to patrolman. Ice machine is out of order and crew request that patrolman contact the company regarding a new ice machine. Fans in engine room not working.

MERIDIAN VICTORY (Waterman), October 15—Chairman, L. Proffitt; Secretary, T. E. Yablonsky. Beef in engine and steward departments, to be taken up with patrolman. One crewmember was removed from ship by American Consul in Saigon and hospitalized. Letter being sent to headquarters regarding same.

RIDGEFIELD VICTORY (Columbia), October 10—Chairman, Michael Doherty; Secretary, Al Schwartz. Wire was sent to headquarters regarding no communications or LOGS received over three months. \$12.50 collected to start ship's fund. One man hospitalized in Manila and was repatriated to the States. Brother Al Schwartz was elected to serve as new ship's delegate. Discussion on repairs, roaches and shore leave which was denied by the Army.

DIGEST of SIU SHIP MEETINGS

bell's mother passed away and donations were taken up for flowers. Ship is short of books and magazines. Discussion on poor grade of meat.

GENEVA (U.S. Steel), October 9—Chairman, Richard Heffly; Secretary, Dutch Worth. Two men missed ship. No disputed OT reported by department delegates.

COUNCIL GROVE (Cities Service Tankers), October 10—Chairman C. W. Gabriel; Secretary, W. Toliver. All repairs have been taken care of. Disputed OT in engine department.

ALCOA MARKETER (Alcoa), October 17—Chairman, C. W. Hall; Secretary, S. Golden. Disputed OT for restriction to ship in Pakistan and India. One man hospitalized in Djibouti. \$6 in TV fund and \$2.62 in ship's fund. Motion made to get port agent Buck Stephens, to pay ship off, if possible. Motion made to have ship fumigated for roaches. Motion made to have ice machine put on ship.

WILD RANGER (Waterman), October 15—Chairman, Luke A. Ciamboli; Secretary, John Rasso. \$28 in ship's fund. No beefs reported by department delegates. Ship's delegate reported this was a good trip with good cooperation from entire crew. Disputed OT for restriction to ship in Saigon.

STEEL KING (Isthmian), October 16—Chairman, Len; Secretary, A. D. Ahaln, Jr. One man hospitalized in Honolulu. Brother P. Wolff was elected to serve as ship's delegate. No beefs reported by department delegates.

WESTERN CLIPPER (Western Agency), October 19—Chairman, R. Sohli; Secretary, J. J. Guard. Ship's slop chest is about empty. Disputed OT questions re delayed sailing have been mailed to headquarters for

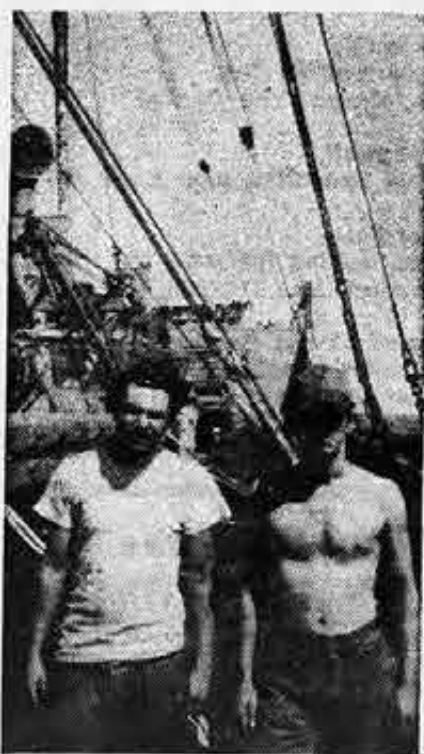




Cuba Victory tied up in Baltimore awaiting trip to Viet Nam.

SEAFARERS SPEED VIET NAM CARGO

SIU for USA



Juan Torres and Juan K. Connelly stand ready for shipping supplies.



Seafarers Rocky Cassano, Tony Petrillo and Frank Teti enjoy a few moments of comradere on deck.



Three members of the SIU steward department take a breather on deck before rolling up their sleeves for the 13,000 mile voyage to Viet Nam. All ratings pitched in to get the vessel ship shape for the vital trip. From left to right are Lawrence S. Robinson, Mario J. Long, Jr. and J. Rene.



Crewmembers aboard the Cuba Victory wave a cheerful farewell as their ship leaves for Viet Nam laden with supplies for the American war effort. Included in the contingent (from left to right) are Chief Mate Blackstone, and Seafarers Rocky Cassano, Henry Lawrence and Frank Teti.

THE contributions that Seafarers made to the U.S. defense effort during World War II and the Korean War is a matter of a record. They have always risen to the call of duty when their country was engaged in conflict. Seafarers are ready now, just as they were in years past, to sail the ships wherever vital defense cargoes are needed.

However, not much is heard about the effort that goes into preparing a vessel fresh out of the reserve fleet for the 13,000 mile trip to Vietnam.

At the end of last summer, the Cuba Victory was simply another vessel that had been retired from the fleet of the United States. But that was before the SIU got the wheels rolling again.

When the ship was pulled out of mothballs, everything possible seemed to be wrong. Engine parts were missing or rusty or just plain not working, generators and motors were out of whack. The deck, winches, booms, wheelhouse, sleeping quarters, heads, lockers, hatches and portholes were covered with a preservative solution that had to be removed. The steward department walked into "the biggest mess" they had ever seen. Those few articles that weren't gone altogether were damaged and filthy.

Sleeves Roll Up

Then sleeves rolled up and everybody got to work. The Bosun, A.B. and O.S. were hammering and lifting and painting together—all looking the same due to their thick coat of grease that covered their faces. Crew members were working side by side with shipyard workers in all capacities. "You couldn't tell anybody apart," Deckman Anthony Petrillo said. "Engineers, firemen, oilers and wipers joined the shoreside engineers. Plumbers, machinists, carpenters and all departments tackled the job together." Though each man had a different skill, they all were working for one purpose: to get the ship, moving with supplies for American soldiers in Viet Nam.

Seafarers know when a ship comes out of mothballs, everyone has their problems and headaches. Shipyard workers slave day and night.

Engine parts were fixed, overhauled and replaced. Generators and motors were tuned; gauges and gadgets were replaced and fitted properly. Paints, oil and greases were put in the right places. Brand new fire fighting equipment was distributed and numbered throughout the entire ship.

The preservative solution proved to be quite a headache,

it had to come off one way or the other. After the solution had been cleared by loosening and prying, it had to be painted over. Then came the replacing of runners, lines, blocks and a new lookout bell.

Big Day Arrives

At last the big day arrived. The Cuba Victory was taken out for a trial run with the Coast Guard inspectors watching carefully, perhaps a little doubtful. There had to have been quite a marked improvement on the ship for her to pass as seaworthy. The word came from topside that if the vessel passed the sea trial, she would go to anchor. Otherwise, she would be sent back to the shipyard.

The Cuba Victory went to anchor with the congratulations of the Coast Guard. As they walked down the overhauled gangway, there was a new look in their eyes and a smile for the first time. They boarded a launch and shouted a familiar cry, "Bon Voyage, boys." The next morning the ship left for Bayonne, New Jersey, to begin picking up her cargo.

Everything seemed to be working in order. Engines were rolling and booms were swinging with longshoremen working day and night. Crate after crate was hoisted from the dock, swung onto the ship and loaded for the trip to Viet Nam.

Inevitable Question

And naturally, someone asked the inevitable question: "Why do they call our ship the Cuba Victory?"

"That was the name they had on it during the second World War," Deckman Petrillo said.

"Why didn't they change the name?" the longshoreman asked.

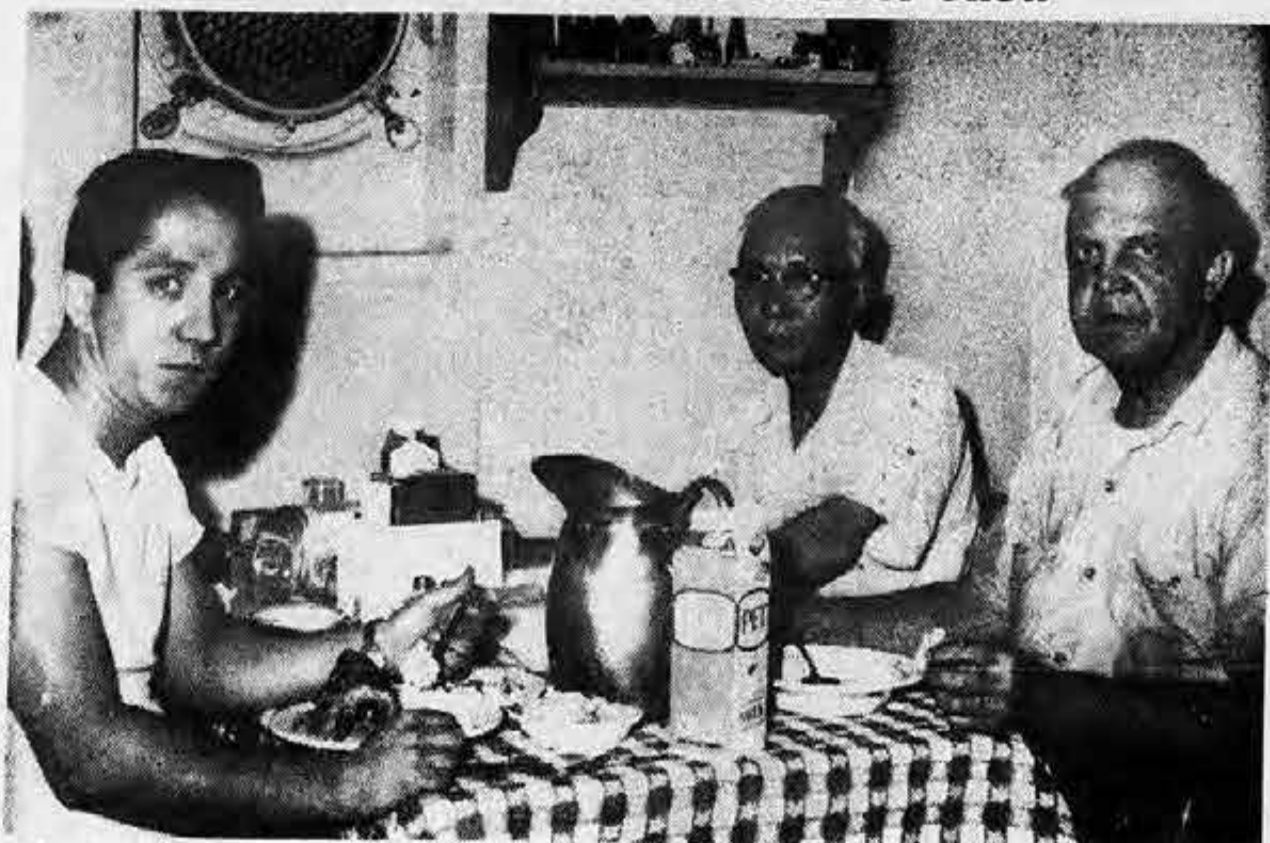
"Even though the communists have taken over in Cuba," Petrillo said, "we want to show them that our ship is still working for America, carrying supplies to our soldiers. We want to back up our president's words when he said, 'We will meet communist aggression all over the world. Despite the fact that we have named our ship after a country that condemns us, we are going to do our best to carry this vital cargo 13 thousand miles.'"

"That makes good sense," the longshoreman replied. "Not a bad ship at all."

The vessel's cargo was topped off in Baltimore, Maryland, with an SIU patrolman assisting the crew to get off to a good start.

With the engine repaired fresh stores, Frankie waving and our sailing-board marked "destination Viet Nam," the Cuba Victory slipped out of the Los Angeles harbor for the last point of the journey.

SIU Crew Takes Time Out For Chow



About midday aboard the Robin Locksley (Robin Line) the SIU crew begins filing into the mess hall for a sample of the steward department's cooking. For today's menu it looks like roast pork, soup, fresh milk, vegetables. From left to right are Robert Leggo, Chang Ling and Frank Neston.

Appreciates Help During Illness

To the Editor:

Both my wife and myself wish to thank you for the consideration extended to us during my recent hospitalization. It was wonderful and words cannot express our gratitude.

Gratefully yours,
Leslie M. Morris

friends very easily. Once, I found that a Seafarer buddy of mine was in the hospital in Seattle with a busted kneecap. I was in New York then, but I sent a get-well card to cheer him up. A man needs all the help he can get when he's laid up in a strange port.

Keep up the good work.
Fraternally yours,
M. H. Riley

✂ ✂ ✂

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.

Log Locates Sick Friend

To the Editor:

I enjoy reading the Log and look forward to its arrival twice every month. The articles are good, and it's nice to learn what old friends are doing and where they are. A man shipping out regularly can lose track of

Wants 14(b) Repealed

To the Editor:

I would like to record my protest against the scuttling of the repeal of 14 (b) of the Taft-Hartley Act. Repeal of Sec. 14(b) is essential to the welfare of the labor movement in the United States. Yet a handful of Senators using the outmoded filibuster succeeded in blocking the wish of the majority. The repeal bill would have easily passed had it been allowed to come to a vote. Let's all hope that the repeal of 14(b) will be the first order of business when Congress meets again next year.

Fraternally yours,
Michael McLeod

UNFAIR TO LABOR DO NOT BUY

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

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

✂ ✂ ✂

Eastern Air Lines
(Flight Engineers)

✂ ✂ ✂

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

✂ ✂ ✂

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

✂ ✂ ✂

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

✂ ✂ ✂

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

✂ ✂ ✂

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

✂ ✂ ✂

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

✂ ✂ ✂

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

✂ ✂ ✂

Pepsi Cola Company
(Soft Drink Workers, Local 812)

✂ ✂ ✂

White Furniture Co.
United Furniture Workers of America

Old Buddies Get Together



When the Transorleans and the Hanover pulled into port at Bombay, two old buddies got together for a couple of cold ones. On the left Brother Richard "Windy" Tolar, and on the right Brother John W. Malcolm.

Sister's Tribute To SIU Brother

The LOG office recently received a letter and poem from the sister of a young Seafarer who died and was buried at sea. A heart attack claimed the life of Brother Samuel A. Vincius, Jr., while he was serving aboard the Choctaw Victory (Columbia Steamship), enroute from Aden to Madras. Vincius had been sailing with the SIU for 19 years, touching nearly every port where American ships dock throughout the world. "Samuel always looked forward to visiting a foreign port," said his sister Joan Wedin, "but there were two favorites that made a lasting impression on him, the ports of India and Aruba in the Netherland's Antilles. My brother and I were very close to each other," she said. "Often when we were young we talked and dreamed of going to sea together. I think this poem is a fitting epitaph for any man who dies at sea. The name of this tribute to my brother is 'Destiny'."

*My brother went down to the sea one day,
Signed on a ship that was bound for Bombay.
All seven seas my brother had sailed,
But his love for India had never failed.
This vessel's name was "Destiny."*

*The cargo was loaded, the crew all signed on—
The anchor pulled up and the gang plank brought on.
The weather was clear, the ship slowly moved out.
Out of the channel, into the Bay . . .
Out went "The Destiny" into the sea's spray.
But Death had signed on as a member of the crew.*

*Benares, Calcutta and Madras too,
He would sail thru storm and Hell-fire too,
When the ship was bound up the Arabian Sea,
To that Port in India, the Port of Bombay,
But Death was a passenger aboard "The Destiny."*

*The ship left Aden on the Arabian Sea,
Bound for Madras, via Bombay.
Death came, too soon, too soon, and took my brother away,
Before the ship ever dropped anchor at
The Port of Bombay.*

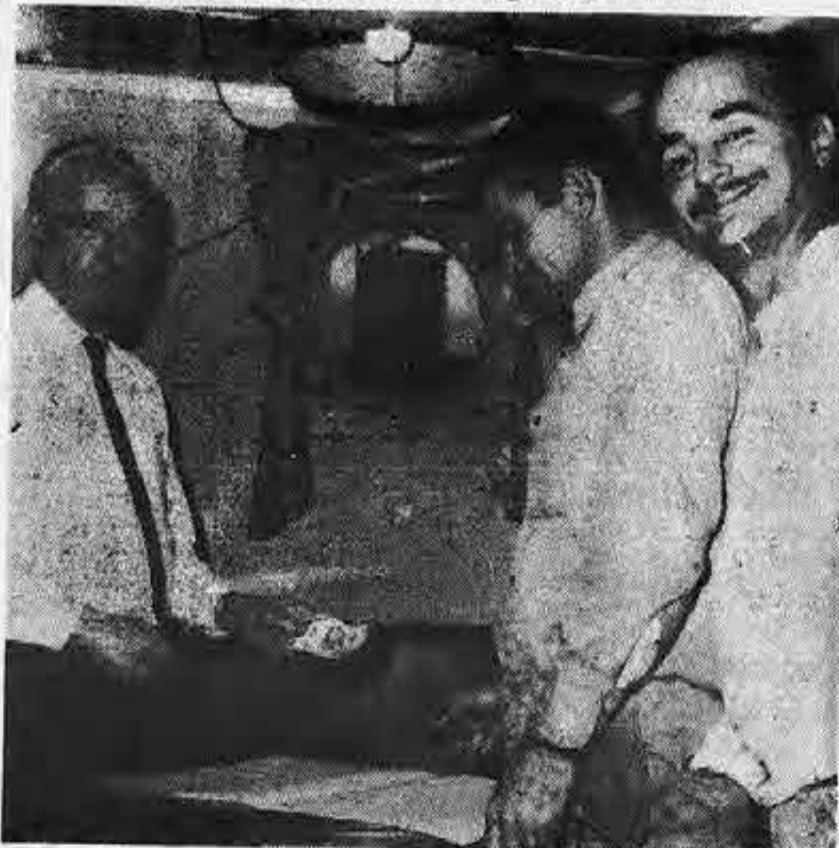
*My brother had sailed on many ships
O'er many seas, sailed he.
But of all the ports of all this world,
My brother loved India on the Arabian Sea.
Now he had sailed with Death, aboard "The Destiny."*

*The Captain bid my brother farewell,
The crew stood silent as they committed their mate to
Heaven or Hell.*

*Down into the sea, the Arabian Sea—
My brother now sleeps there, waiting for me.
Death had been a passenger aboard "The Destiny."*

*Dear Lord of the seas and the winds and the tides,
Be merciful, please, to this sailor who has died.
Carry him please to the Port of Bombay,
And there leave him be while waiting for me.
Till Death and I can book passage aboard "The Destiny."*

A Big Smile At Pay-Off Time



Pay-off time is a time for smiles on the Andrew Jackson, as bills pass hands and the crew prepares to go ashore. Pictured from left to right are Captain F. McNaught, Bosun Thomas J. Hilburn and "Frenchy" De Boissiere.

Final Departures

Harry G. Reynolds, 39: Brother Reynolds succumbed to cancer at the Baltimore USPHS Hospital. A member of the deck department, he joined the Union in 1947. He is survived by his Mother, Mrs. Jessie F. Reynolds. Brother Reynolds was buried at the Gravel Springs Cemetery in Frederick County, Virginia.



Edward Levy Wells, 45: Brother Wells succumbed to heart disease at the New Orleans USPHS Hospital. Joining the Union in 1955, he sailed in the steward department. Brother Wells is survived by his wife, Dollie. He was buried in the Providence Memorial Park Cemetery in New Orleans, Louisiana.



Cleo L. Dupree, 23: Brother Dupree died of accidental causes while sailing aboard the Bangor (Bermuda Shipping). A member of the Union since 1963, he served in the steward department. Brother Dupree was buried at sea. No beneficiary was designated.



James C. Brown, 50: Brother Brown died of accidental causes while sailing aboard the Monarch of the Seas. A member of the steward department, he joined the Union in 1946. He is survived by his brother, Burnett A. Brown. Place of burial was Magnolia Cemetery, Mobile, Alabama.



Leonio S. Maisonet, 65: Brother Maisonet died of natural causes at the Lincoln Hospital in Bronx, New York. A member of the engine department, he joined the Union in 1943. Brother Maisonet is survived by his wife, Jovita R. Maisonet. Burial took place in the St. Raymonds Cemetery in the Bronx, New York.



Robert Luther Wiseman, 56: Brother Wiseman succumbed to a heart attack at the Long Island College Hospital in Brooklyn, New York. Joining the Union in 1948, he served in the steward department. Brother Wiseman is survived by his wife, Lilla Wiseman. Burial took place in the Mt. Hope Cemetery in Hastings-on-the-Hudson, New York.



SIU Arrivals

Erik in Honolulu
You are asked to contact William Scott. He has your money, but not your address. If you cannot reach him, you may place your address with the LOG.

George Pickels
You are requested to contact your attorney Paul M. Goldstein at 1201 Chestnut Street, Philadelphia, Pennsylvania, or call LOcust 3-0560.

Andreau Migliore
You are asked to contact your cousin A. Migliore at 1315 44th Street, Brooklyn, New York. Telephone, TR 1-4107.

Yrjo R. Tallberg T-223
You are asked to contact your wife.

Thomas James Malone M-702
You are requested to contact Robert Carte at 740 San Felipe Avenue, San Bruno, California.

Wilson Torres
You are requested to contact Angel R. Santana at 30 Garnet Street, Brooklyn 31, New York, Telephone: 522-1481.

Donald L. Jones PB-30728
You are requested to contact your mother Mrs. L. B. Jones at 2284 Washington Street, Eugene, Oregon.

Tim McCarthy
You are asked to get in touch with your daughter Ann at 283 East 8th Street, South Boston, Mass., care of Nagle, apt. #133.

Schedule of Membership Meetings

SIU-AGLIWD Meetings
New York Dec. 6-2:30 P.M.
Philadelphia ... Dec. 7-2:30 P.M.
Baltimore Dec. 8-2:30 P.M.
Detroit Dec. 10-2:30 P.M.
Houston Dec. 13-2:30 P.M.
New Orleans ... Dec. 14-2:30 P.M.
Mobile Dec. 15-2:30 P.M.
Wilmington ... Dec. 20-2 P.M.
San Francisco .. Dec. 22-2 P.M.
Seattle Dec. 24-2 P.M.

Great Lakes SIU Meetings
Detroit Dec. 6-2 P.M.
Alpena Dec. 6-7 P.M.
Buffalo Dec. 6-7 P.M.
Chicago Dec. 6-7 P.M.
Cleveland Dec. 6-7 P.M.
Duluth Dec. 6-7 P.M.
Frankfort Dec. 6-7 P.M.

GREAT LAKES TUG AND DREDGE REGION
Detroit Dec. 13-7:30 P.M.
Milwaukee ... Dec. 13-7:30 P.M.
Chicago Dec. 14-7:30 P.M.

Buffalo Dec. 15-7:30 P.M.
†Sa't Ste. Marie Dec. 16-7:30 P.M.
Duluth Dec. 17-7:30 P.M.
Cleveland Dec. 17-7:30 P.M.
Toledo Dec. 17-7:30 P.M.

SIU Inland Boatmen's Union
Philadelphia Dec. 7-5 P.M.
Baltimore (licensed and unlicensed) ... Dec. 8-5 P.M.
Houston Dec. 13-5 P.M.
Norfolk Dec. 9-5 P.M.
New Orleans ... Dec. 14-5 P.M.
Mobile Dec. 15-5 P.M.

RAILWAY MARINE REGION
Jersey City
Dec. 13-10 A.M. & 8 P.M.
Philadelphia
Dec. 14-10 A.M. & 8 P.M.
Baltimore
Dec. 15-10 A.M. & 8 P.M.
*Norfolk
Dec. 16-10 A.M. & 8 P.M.

United Industrial Workers
New York Dec. 6-7 P.M.
Baltimore Dec. 8-7 P.M.
Philadelphia ... Dec. 7-7 P.M.
†Houston Dec. 13-7 P.M.
Mobile Dec. 14-7 P.M.
New Orleans ... Dec. 15-7 P.M.

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

PERSONALS and NOTICES

Gina Rodriguez, born September 30, 1965, to the Carlos Rodriguez, New Orleans, Louisiana.

Jacqueline Sovich, born October 15, 1965, to the Michael Sovichs, Bayville, New Jersey.

Frank Selby, born August 18, 1965, to the Joe C. Selbys, Gilmer, Texas.

Laura Curry, born July 29, 1965, to the Ralph H. Currys, Plaquemine, Louisiana.

Angela Kirk, born September 8, 1965, to the Wesley A. Kirks, Belhaven, North Carolina.

Jeanette Perez, born September 25, 1965, to the Jose D. Perezs, Manhattan, New York.

Angela Bridges, born August 31, 1965, to the Billy J. Bridges, Clifton, Tennessee.

Anthony Benitez, born October 2, 1965, to the John Benitezs, Tampa, Florida.

Stoney Marvin Henry, born September 14, 1965, to the Jimmy H. Henrys, Channelview, Texas.

Benjamin Lozano, born August 21, 1965, to the Ben Lozanos, Orange, Texas.

Rafael P. Amat, born September 9, 1965, to the Ralph C. Amats, New Orleans, Louisiana.

Michael Petranes, born October 29, 1965, to the Stavros G. Petranes, Mobile, Alabama.

Dee Anna Roach, born October 14, 1965, to the Edward J. Roachs, Orange, Texas.

Roxanne Gebbia, born August 28, 1965, to the Peter Gebbias, Folsom, Louisiana.

Curtis Ray, born August 2, 1965, to the Carl H. Rays, Port Neches, Texas.

Reina Sandoval, born October 15, 1965, to the Juan M. Sandovals, Baltimore, Maryland.

Thomas Edward, born October 12, 1965, to the Harry Whiteleys, Galveston, Texas.

Patrick Sloan, born September 18, 1965, to the Joseph Sloans, Philadelphia, Pennsylvania.

Rosalind Wright, born August 13, 1965, to the Bertrand Wrights, Mobile, Alabama.

William Sachs, born October 28, 1965, to the Bernard Sachs, Baltimore, Maryland.

Know Your Rights

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1930, New York 4, N.Y.

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

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

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

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

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

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

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

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

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

Directory Of UNION HALLS

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

PRESIDENT
Paul Hall
EXECUTIVE VICE PRESIDENT
Cal Tanner
VICE PRESIDENTS
Earl Shepard Lindsey Williams
Al Tanner Robert Matthews
SECRETARY-TREASURER
Al Kerr

HEADQUARTERS..... 675 4th Ave., Bklyn. NY 9-6600
ALPENA, Mich. 127 River St. EL 4-3616
BALTIMORE, Md. 1216 E. Baltimore St. EA 7-4900
BOSTON, Mass. 177 State St. RI 2-0140
BUFFALO, N.Y. 735 Washington St. TL 3-9259
CHICAGO, Ill. 9383 Ewing Ave. SA 1-0733
CLEVELAND, Ohio 1420 W. 25th St. MA 1-5150
DETROIT, Mich. 10225 W. Jefferson Ave. VI 3-471
DULUTH, Minn. 312 W. 2nd St. RA 2-4110
FRANKFORT, Mich. P.O. Box 287 415 Main St. EL 7-211
HOUSTON, Tex. 5804 Canal St. WA 8-3207
JACKSONVILLE, Fla. 2608 Pearl St. EL 3-077
JERSEY CITY, N.J. 99 Montgomery St. HE 3-0104
MIAMI, Fla. 744 W. Flagler St. FR 7-3554
MOBILE, Ala. 1 South Lawrence St. HE 2-1754
NEW ORLEANS, La. 630 Jackson Ave. Tel. 529-7546
NORFOLK, Va. 115 3rd St. Tel. 622-1892
PHILADELPHIA, Penna. 2604 S. 4th St. DE 6-3818
PORT ARTHUR, Tex. 1348 Seventh St. SAN FRANCISCO, Calif. 350 Fremont St. DO 2-4401
SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 Tel. 724-2848
SEATTLE, Wash. 2505 First Avenue MA 3-4334
ST. LOUIS, Mo. 805 Del Mar CE 11-34
TAMPA, Fla. 312 Harrison St. Tel. 229-2788
WILMINGTON, Calif. 505 N. Marine Ave. TE 4-2528

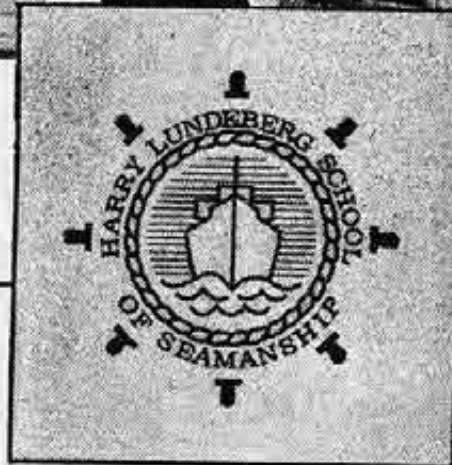
OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO



Getting the necessary training in case of an emergency aboard ship, SIU Lifeboat Class No. 141 lift their oars in anticipation of orders from Instructor Arni Bjornsson. The instruction, which takes place at Mill Basin in Brooklyn, New York, ranges from classroom sessions to the actual launching, rowing and securing of lifeboats.



Members of the graduating class listen intently as Instructor Bjornsson explains the proper use of the oil cone and sea anchor. The device is used in a heavy sea to keep bow of boat pointed into wind.



SEAFARERS LIFEBOAT SCHOOL



Seafarers Lifeboat School Facilities



Students at the Harry Lundeberg School of Seamanship study the proper use of the sea painter.



Pablo Rivera gains useful experience in the handling of line when tying lifeboat to the dock during instruction session.



SIU Lifeboat class pays close attention as Instructor Bjornsson points out effects of lifeboat commands.



Robert Feliciano stands on bow of lifeboat as Bjornsson shouts command to crew manning the oars.

THE RECENT sinking of the cruise ship Yarmouth Castle points out the importance of every Seafarer knowing proper rescue techniques and procedures for lifeboat handling. One of the obvious lessons that has emerged from the Yarmouth Castle disaster is that the ability to handle a lifeboat can spell the difference between lives saved or tragedy in an emergency at sea.

A major part of the SIU's continuing campaign for increased shipboard safety has emphasized that every SIU member should obtain the necessary training to earn a lifeboat endorsement. Not only does an SIU member owe it to himself to learn the skills which can mean the difference between his own life and death in an emergency at sea, but his knowledge of proper lifeboat procedures often enables him to save the lives of others.

Every Seafarer can recall countless instances when lifeboat skills meant that certain tragedy was averted. A little over a year ago the crew of the *Globe Explorer* escaped without a casualty when their vessel was destroyed in a sudden fire off the northeast coast of the United States. SIU lifeboat training was credited with the successful rescue of over 80 survivors from the burning Greek passenger liner *Lakonia* by Union crewmembers aboard the *Rio Grande*. These are just a few of the instances in which know-how and skill achieved through SIU lifeboat training paid off in lives saved from certain death.

SIU members who sail in the deck department have an added, important reason for securing a lifeboat ticket, since Coast Guard regulations make passing the lifeboat test a requirement for obtaining an able bodied seaman's rating.

The SIU has tailored its lifeboat program to make obtaining a lifeboat endorsement as easy as possible. The Lifeboat School of the Harry Lundeberg School of Seamanship conducts a course at New York headquarters leading to a lifeboat ticket. Interested Seafarers are urged to contact their port agent for information about enrolling in the school.