

THE
UNITED STATES
NOW
**A FIFTH-RATE
MARITIME NATION!**

Story Page 3



Seafarer Thomas J. Hilburn, his wife Etta Mae and their three children relax in the Houston hall after polishing off a tasty Thanksgiving feast in the company of hundreds of other SIU families and their children. Seafarers on the high seas also celebrated Thanksgiving in finest SIU style, feasting on turkey and other traditional holiday delicacies.

SIU Halls Host Thousands For Holiday Turkey Fetes

Although the Thanksgiving celebrations are now in the past, the 1964 holiday season is still in full swing with Seafarers and their families looking forward to another traditional SIU Christmas.

As in the past, Seafarers and their families at this time of the year enjoy holiday meals in SIU Halls across the country, special cash bonuses for hospitalized men and pensioned old-timers and the traditional deluxe spread in holiday dinners aboard the ships at sea.

Long in advance of the holidays,

NMU Charges Dismissed By Labor Board

WASHINGTON — Unfair labor charges filed against the SIU by the National Maritime Union have been dismissed by the National Labor Relations Board. The NLRB here has upheld a Regional Director's earlier dismissal of the NMU suit on grounds that there was no basis for the NMU charges.

A \$40 million damage suit filed by the NMU against the SIU and two shipping companies arising out of the same beef is still pending. The SIU plans to move for dismissal of this suit as well.

The suits arose from an unsuccessful attempt by the NMU to raid tanker jobs which have been under SIU contract since 1952—first under the Colonial Steamship Corporation and then under its successor, the Western Tankers Corporation, which purchased the vessels last year.

When the NMU was unable to force Western Tankers to replace SIU crewmen with NMU men, the NMU refused to sign on board vessels of American Export-Isbrandtsen Lines, with which it has contracts, maintaining that American Export-Isbrandtsen was the owner of the SIU-contracted tankers.

After tying up 11 of their own contracted vessels, the NMU decided to halt the tactic, and release the vessels and announced that it was filing the lawsuit and unfair labor charges.

SIU stewards began stocking an assortment of tempting foods and delicacies aboard SIU vessels that will be away from home ports on December 25, in order to have on hand the finest in holiday meal trimmings and make Christmas away from home a real Christmas for SIU crews.

On shore, planning has been going full ahead for the holidays to provide Christmas dinners with all the fixings for Seafarers and their families in all SIU ports.

The Thanksgiving dinners arranged in all ports on November 26 were enjoyed by thousands of people—Seafarers, their families and guests.

Maintaining a traditional prac-

tice, trustees of the SIU Welfare Plan have approved the payment to all SIU men in any authorized stateside hospital for one or more days during the period from December 23 to December 25 of a special \$25 Christmas bonus payment plus a carton of cigarettes (or cigars if they prefer), besides the normal hospital benefit they may be receiving.

For hospitalized men, this involves all those with at least one day of employment during the immediately preceding 12-month period.

SIU pensioners on the pension roster as of December 1 will also receive the extra \$25 payment in addition to their regular benefits of \$150 monthly.



Dressed in her holiday finest, Mona Lisa Bisin, 9-year old daughter of Seafarer Simplicio Bisin, gets ready to pick up her tray of turkey and all the trimmings at the Baltimore hall. Mona Lisa was one of the thousands of children who enjoyed delicious Thanksgiving meals with their families, celebrating in true SIU tradition.

International President's REPORT



By Paul Hall

Once again the American Medical Association is girding its loins to do battle with its favorite dragon—medicare.

In the past the AMA has been the bitterest enemy of medical care for the aged under social security and has been successful in preventing passage by the Congress of this much-needed legislation. The Association has been losing support steadily however. Many have felt for a long time that the AMA did not truly reflect the opinion of most of its membership and the fact is that its members have been revolting with increasing frequency against the AMA's backward position on many issues—including medicare.

The AMA suffered a terrible defeat in the recent national elections when Barry Goldwater, who the AMA strongly supported, went down to a humiliating defeat, carrying much of the Republican party with him. The AMA, or "doctor's lobby" as it may more accurately be called, admits it lost many of its best congressional friends in the election. It has stated that its chances of defeating medicare legislation in the next session of Congress is now "considerably less than it was a few weeks ago."

But is this well-heeled "doctor's lobby" planning to give up its opposition to what has been clearly demonstrated to be the overwhelming will of the vast majority of the American people? Not on your life. "The fight must go on," the AMA has decided.

The SIU, along with the rest of the American labor movement, has been among the strongest advocates of medicare legislation and has repeatedly called for and fought for its passage. Pensioned Seafarers are not dependent on medicare legislation because under the SIU Pension Plan they get unlimited medical expenses, while their wives and dependents continue to receive the same coverage as they did when the Seafarer was shipping. But there are few Seafarers who do not have friends and relatives who would benefit from the passage of this legislation.

Medicare is aimed at assuring that our older citizens are able to get the medical care they need in the face of skyrocketing hospital costs and doctor's fees. These older citizens are the ones whose toll through the years laid the foundation for America's greatness. It is cynical and cruel to continue to shut them out from the medical care they deserve and need simply because at today's prices any prolonged period of hospitalization or medical treatment would eat up every penny they received in pensions and would quickly deplete their life savings.

Medicare is necessary and inevitable. A key sponsor of the bill has predicted that the measure could clear Congress by Easter. Whether or not it is passed by that time it most definitely will be passed eventually—and all the rantings and ravings and scare tactics by the AMA and other backward, reactionary, thoughtless, cruel and cynical opponents of medicare will not prevent its passage.

The new year of 1965 could well be a critical period for U.S. maritime. The total American shipping industry continued to lose strength during the year which is closing out. The participation of U.S.-flag vessels in U.S. foreign trade remained minimal at less than 9 percent.

In the coming year our Union will continue its efforts to emphasize the need for appropriate governmental action to assure preservation of a merchant fleet which is consistent with the needs of the nation. While the total American shipping did not improve during 1964, there was one notable achievement that could well produce a significant result in the days ahead. That is, for the first time, the establishment of a Presidential Maritime Advisory Committee, meeting regularly for the purpose of developing recommendations that might lead to an overhaul of our merchant marine policies.

Considerable evidence has already been put into the record of the deficiencies in the policies, regulations and practices that effect the status of the U.S. fleet. We will continue to submit evidence of this nature based on our experience, knowledge and research of the problems, and they should have impact and influence on the ultimate recommendations which the Maritime Advisory Committee will make to the President.

Gang Size Dispute Stymies ILA Talks

NEW YORK—More than 60,000 ILA longshoremen in ports from Maine to Texas may have to hit the bricks again on December 20 over the issue of a proposed cut in the size of work gangs.

The ILA men are preparing to vote on a proposed settlement in an election required under the Taft-Hartley Act. The 80-day anti-strike injunction, imposed by the Government October 1 when the longshoremen walked off their jobs to press their fight for job security, runs out five days before Christmas. Should the dockers feel compelled to continue the strike at that time, shipping would come to a standstill from Portland, Maine to Brownsville, Texas.

The major stumbling block to a settlement remains the long-drawn-out dispute over the size of work gangs and an employer demand to limit the amount of checkers and clerks on the docks.

The Board of Inquiry set up by

President Johnson reported to the White House that, despite a continuing deadlock in the negotiations, both sides are anxious to reach a settlement by December 20.

The Board's report to the President also revealed that the ILA agreed to a compromise formula proposed by Assistant Labor Secretary James J. Reynolds, but rejected by the employers.

In a letter to the membership on the eve of the balloting, ILA president Thomas W. Gleason said: "The union's position has constantly been that we must have an agreement that will let everyone know by contract, what he should expect as a job opportunity over the life of the agreement."



Little Gabriella Shapiro, 22-month-old daughter of Seafarer Bernard Shapiro, is braced for an "ouch" in the comforting arms of her mother, Helga, as medical technician Richard Brigman prepares to administer diphtheria-polio-typhus vaccination at the New York SIU Clinic.

SIU Clinic Exams Approach 84,000

Since the first SIU Clinic opened its doors in New York in April, 1957, some 83,960 medical examinations have been given to Seafarers and their families in ten clinics on the Atlantic and Gulf coasts and in Puerto Rico.

SIU men have taken the greatest advantage of the clinics, accounting for 73,269 of the exams given. Women accounted for 6,356 exams, and the remaining 4,335 were performed on the children of Seafarer families. The SIU men usually undergo at least one complete physical examination a year under the program of preventive medicine set up by the Union.

The Pete Larsen Memorial Clinic in New York, the first and busiest, performed a total of 36,695 examinations on Seafarers and their families. New Orleans, opened in December, 1957, was responsible for 19,435 examinations. Baltimore, opened in February, 1958, gave 11,352 exams. Houston, in operation since June 1959, had 6,956 exams. Mobile, opened at the same time as the New Orleans clinic, performed 6,902 examinations. The Puerto Rico Clinics, with offices in San Juan and Ponce, have given 1,933 exams. Philadelphia, where SIU men and their families use the International Ladies Garment Workers facility as ILG members use the Baltimore SIU Clinic, had 1,480 examinations.

The three newest SIU Clinics, in Boston, Tampa and Jacksonville, were opened in August of this year. So far Boston has performed 109 exams, Tampa has given 42 and Jacksonville has given 27.

The total of nearly 84,000 examinations cover examinations given to October 31 of this year, the latest complete figures available.

The purpose of the clinics is to protect the health and earning power of Seafarers and their families by detecting illness or disease in their early stages, where they can be most readily diagnosed and treated. The centers do diagnostic work only. Those requiring treatment are referred to their own physician, and the Welfare Plan pays the cost under the medical-hospital-surgical benefits program.



On family day at the New York Clinic, eight-year-old Rosita Suarez smiles through physical check-up being given her by Dr. John Shelly while her mother, Rosario, and her Seafarer father, Antonio Suarez, looks on. Almost 84,000 exams have been given to Seafarers and their families.

Lloyd's Study Points to U.S. Decline

U.S. Ranked Fifth In World Shipping

The United States is now a fifth-rate maritime nation according to figures released this week in London by Lloyd's Register of Shipping. Based on statistical tables for 1964 published by Lloyd's, the U.S. now has only 9.8 million gross tons of active deep sea ship-

ping. The U.S. has an estimated 10.5 million gross tons in the reserve fleet, a substantial part of which is obsolete.

The United Kingdom still occupies the number 1 spot, with a merchant fleet of 21.4 million gross tons. Liberia, which continues to surge ahead, is now number 2 with 14.5 million gross tons. In third place, close behind Liberia, is Norway with 14.4 million gross tons. Fourth spot belongs to Japan with 10.8 million gross tons, trailed by the U.S.

The Soviet Union now holds sixth place in the list of principal maritime countries with a total of 6.9 million tons. Greece follows behind Russia in seventh position, followed by Italy, West Germany, France, Netherlands, Sweden and Panama—in that order.

The principal gain in gross tonnage in 1964 was scored by the runaway-flag registry of Liberia which added slightly more than 3 million gross tons to her registry. Japan was the second biggest gainer, picking up 837,000 tons during the year. Norway increased by 808,000 tons.

The biggest decline in gross tonnage in 1964 was suffered by the United States, according to Lloyd's, which reported a drop of 703,000 tons in American shipping. The preference of Greek owners to register their vessels under runaway, tax-free flags cost that nation 206,000 tons. Great Britain's loss came to 75,000 tons, due to the high incidence of scrapping activity which outweighed new ship deliveries.

The United States' decline is substantially the result of government policies which have been depriving American shipping of its fair share of government-financed cargoes and of its failure to see that American-flag shipping car-

ries a greater proportion of U.S. foreign commerce. American-flag vessels now carry less than nine percent of U.S. trade.

At the present rate, it is possible that the Soviet Union, which is engaged in a heavy merchant shipbuilding program, may overtake and surpass the United States in the near future.

In September, the SIU submitted to the Maritime Advisory Committee, created by President Johnson to review the role of U.S. shipping, figures pointing to the critical state of U.S. maritime in relation to the other nations of the

world. Based on the year-end figures of 1963, the SIU pointed to the fact that the U.S. was fifth in number of active vessels with only 913 and barely in fourth position in terms of both gross tonnage and deadweight tonnage.

On the basis of the Lloyd's figures released this week, it is apparent that U.S. shipping is still on the skids and unless, as the Union and other interested segments of maritime have urged, the government takes positive steps to strengthen and improve the position of U.S. shipping, the decline will continue.

McLaughlin Elected Canadian SIU Pres.

MONTREAL—Leonard J. (Red) McLaughlin has been elected president of the SIU of Canada by an almost two-to-one margin over the nearest of six other candidates for the post. He has been executive vice-president of the Union since 1958.

The results of the union election, in which 44 candidates competed for the 16 elective offices were announced officially at the regular membership meeting here on December 2. The elections were held over a two-month period from September 15 to November 15.

Elected as executive vice-president was Rod Heinekey. Don Swait was elected secretary-treasurer.

Other successful candidates were: Roger Desjardins, vice-president in charge of organizing; Norman A. David, Pacific Region vice-president; Ray Doucet, St. Lawrence and Gulf Region vice-president; John Royce, Upper Great Lakes Region vice-president; Bill Glasgow, Lower Great Lakes Region vice-president; Fred Southern, Atlantic Region vice-president.

Roman Gralewicz, Montreal dispatcher; Ed Williams, Thorold Dispatcher.

Angus Cameron, Montreal patrolman; Alfred Poole, Vancouver patrolman; Clarence Leblanc, Fort William patrolman; Matt Davidson, Thorold patrolman; and Joe Fry, Toronto business agent.

McLaughlin, a native of New Zealand who went to sea at the age of 15 and sailed throughout W.W. II, was an active member of the Federated Seamen's Union of New Zealand. In 1946 McLaughlin began sailing aboard SIU A&G-contracted ships until 1948. He went to Canada in that year and began sailing aboard Canadian vessels as a member of the SIU of Canada. He became a Canadian citizen in 1953.

He was active in the SIU's successful fight to break the hold of the Communist Party over the Canadian seamen's movement. McLaughlin has been elected to virtually every post in the SIU of Canada and in 1954 was elected secretary-treasurer of the SIU of Canada and in 1958 was elected executive vice-president—which he has held to this time.

McLaughlin will now replace as President of the SIU of Canada Charles Turner, who had been

named acting President by the government-appointed Board of Maritime Trustees. The Board appointed Turner after it had taken over control of the maritime



Leonard J. (Red) McLaughlin

unions and had removed Hal C. Banks as head of the Union. The government trusteeship was an aftermath of the bitter struggle waged by the SIU of Canada against Upper Lakes Shipping Company when the company locked out Canadian Seafarers and signed a contract with a previously non-existent union—the Canadian Maritime Union.

SEAFARERS LOG

Dec. 11, 1964 Vol. XXVI, No. 25



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Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. HYacinth 9-6600. Second class postage paid at the Post Office in Brooklyn, N.Y. under the Act of Aug. 24, 1912.



The Atlantic Coast



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

Fight For Navy Yard Continues

The top New York state and city politicians had a meeting last week with Defense Secretary McNamara and Navy Secretary Nitze in an effort to change their minds about closing the Brooklyn Navy Yard and the Army Terminal. While it appears that this effort was unsuccessful, the fight to keep these defense facilities open will continue. The SIU stands with the ILA and the other unions in the Maritime Trades Department in their battle to protect their jobs and their skills for the nation.

New York shipping picked up during the last period and is expected to continue on a fair to good basis for the next few weeks. Meanwhile, voting in the A&G election is continuing at a brisk pace and all members are urged to come in to cast their ballots.

In the largest turnout ever, Seafarers and their families enjoyed a terrific Thanksgiving dinner at the Hall. In the Hall to visit and vote during the holiday period were some oldtimers as well as some new friends. Off the Montpelier Victory was John Mitchell, and from the Petrochem, Harold "Mickey" Spillane. Joe Sullivan, just off the Alcoa Trader, will spend some time in recuperation on the beach from a hernia operation he just underwent. Anthony Palino has been showing his face around the Hall, as has Ivan Buckley, who is watching the board for a Robin Line ship. Another steady rider, Victor Silva, is waiting for a Chief Cook or Baker's job on a ship in the island run.

Boston

Shipping has been on the upswing in Boston and is expected to get even better in the coming period. During the last period, there were two payoffs, one sign-on and one ship serviced in transit.

Edmundo Andrade, a 22-year SIU man who sails as an AB, had to sign off the Mt. Washington to go into drydock at the Marine Hospital. He says he will wait for another offshore run when he leaves the hospital.

John Rubery was last aboard the Trustco. He says he will take the first boss' job that shows up on the board. Six months on the beach has him aching to go to sea again.

Leonard Ruggero, a quarter-century union man who sails in the blackgang, had to get off the Mt. Washington to square away some business ashore. Now he says he is waiting for another hotel like the Washington.

Philadelphia

Shipping picked up near the end of the last period and is expected to be fair in the coming two weeks. There were three payoffs, two sign-ons and 12 ships serviced while in transit.

Charles Moss was last on the Losmar. He just received his fit for duty slip and is looking to ship on another Calmar vessel.

Dick Cummings, who found a home on the Robin Locksley, signed off the ship after more than 15 years. Now he is watching the board for a Calmar ship.

Fred T. Miller just served a 15-month tour in the Peace Corps in Peru. His hitch was ended prematurely because of difficulties at home. Just off the Mt. Vernon Victory, he says he plans to fly south for the cold months.

Raul Cabrera last sailed on the Globe Traveler since coming out of the hospital. He says that the SIU hospital benefits were a God-send to him.

Baltimore

Baltimore shipping was slow in the last period but is expected to pick up considerably in the next period. The Seamar and the Portmar will crew up and the Chilore and Marore are expected to pay off. During the last period there were six payoffs, five sign-ons and seven ships in transit.

Paul Luteman, last off the Fanwood, says he had a run-in with a three-wheel rickshaw in Karachi, Pakistan—he fell out of the contraption. Paul passes on a warning to his fellow Seafarers on the Far East run not to take rickshaws for granted.

Peace Corps Recruiters Seeking Skilled Workers

WASHINGTON—The Peace Corps is looking for workers from factories, shops and construction sites who can pass-on their practical skills to the people of Asia, Africa and Latin America.

Forty-six nations have asked for American volunteers who are able to build, repair, grow and make-do with a minimum of equipment and tools.

A college degree is not required. There is no age limit. And married couples are welcome if both can serve as volunteers and if they have no dependents under the age of 18.

The Peace Corps labor recruit-

ment effort, already under way at several industrial centers, has the "wholehearted support" of the AFL-CIO Executive Council. The council urged affiliated unions to cooperate in the recruiting drive.

Some examples of Peace Corps missions are:

- Forty volunteers helped Tunisia overcome a transportation breakdown which threatened the nation's economy. With the departure of skilled and semi-skilled French workers when Tunisia became independent, there was a desperate shortage of Tunisians skilled in keeping automobiles, trucks, tractors, scrapers and graders in operating condition. As a result, harvested crops were rotting in the fields and commerce had come to a standstill.

The Peace Corps volunteers included several skilled mechanics and others who worked on their own cars as a hobby and were able to master a special four-month intensive course in heavy equipment maintenance and repair. When sent overseas, they worked alongside and trained young Tunisian workers—and the crisis was overcome.

- In the urban and rural slums of many Latin American nations, Peace Corps volunteers are work-

ing in small groups with workers from the host countries building schools, homes, roads and clinics.

- In Malaysia, U.S. workers with a variety of skills are teaching in government-sponsored vocational schools.

Peace Corps volunteers agree to serve for two years. During a three to four-month training course in the United States, they learn teaching skills, a foreign language, facts about American history and the history of the country to which they will go.

Abroad, living conditions are simple but adequate and healthful. Overseas, the volunteers receive living allowances to cover their needs, including 45 days of travel leave which can be used to tour neighboring countries as well as the nation to which the volunteer is assigned. At the end of the service period, each volunteer receives a readjustment allowance of \$1800—\$3,600 for a married couple.

Assembly-line and semi-skilled workers with mechanical aptitudes are needed just as are skilled tradesmen. And the special training they will receive before starting their assignments will help prepare them for higher-skilled jobs on their return.

SIU Veterans Go On Pension

Two more Seafarers from the SIU Great Lakes district have been added to the roster of union members approved to receive a monthly check for \$150 for the rest of their lives. The two additions bring the total for the year to 94.

The two new pensioners are Carl W. Johnson, 54, and Raymond E. Johnson, 63.

Carl Johnson joined the union in Michigan. He spent his entire time sailing in the Great Lakes em-



C. Johnson R. Johnson

ployed by the Ann Arbor Railroad Company as deckhand. Johnson will now settle in his home in Benzonia, Mich., and reap the benefits of his long years of work and Union membership.

Raymond Johnson is also a native of Michigan who makes his home in Frankfurt, Mich. A member of the Great Lakes district since he joined in Michigan, he spent his years on the lakes sailing for the Ann Arbor Railroad Co. in the deck department. Raymond Johnson is another Seafarer who can now relax with the assurance of a monthly income of \$150 arriving from the Union welfare plan.

Named Labor Advisor



SIU Railway Marine Region director G. P. McGinty receives congratulations from Jersey City Mayor Thomas Whalen as he is handed his certification of appointment to the Jersey City Mayor's Labor Advisory Committee.

Globe Explorer Gets Major Repair Work

BALTIMORE—The Globe Explorer (Maritime Overseas), which was heavily damaged by a flash fire on September 11, recently arrived here under tow for major repair work.

The charred bulk carrier was towed here from Norfolk to be fitted with a new aft section, which was the most heavily damaged section of the ship.

The Globe Explorer was swept by a fast spreading fire when she was only 30 hours out of Norfolk. The flames quickly enveloped the stern section, forcing the SIU crewmembers to take to the lifeboats within 30 minutes, in a stiff nor'easter with ten-foot seas. No injuries were suffered in the blaze.

The lifeboat launching was conducted without a hitch, and Seafarers in the crew received high praise for the good seamanship and calmness that they displayed. The boats were in the water for four hours before the Italian-owned, Panamanian-flag ore carrier La Pintata arrived to pick up the crewmembers.

The following day the Coast Guard cutter Owasco took the Globe Explorer crew off the La Pintata and brought them to New London, Conn. Another CG cutter picked up a salvage crew consisting of the skipper, chief mate, engineer and bosun Horace Mobley, who returned to their burned out ship to take a tow.

The towing operation was conducted under highly difficult conditions since hurricanes Ethel and Dora had whipped up heavy seas. At one point, the cutter had to break the tow, stranding the salvage party in the stormy Atlantic.

The Globe Explorer was carrying an MSTC cargo of 20,000 tons of coal which was relatively undamaged by the fire. Her crewmembers didn't fare as well, since they lost their personal belongings—as well as their pay, which they

had picked up 48 hours earlier. Seafarers received \$500 disaster compensation for their losses, paid to them under the terms of the Union contract.

Live Shells Taken From Old Gunboat

VICKSBURG, Miss.—Demolition experts have removed live shells from the Union gunboat Cairo which ran afoul of Confederate mines and sank in the Yazoo River near here on December 12, 1862. The vessel was raised recently and is now standing in shallow water.

Army Ordnance men were the first to go aboard the stern portion after it was pulled to the bank of the river. After 102 years of submersion, many live shells and cannonballs were removed. They will be deactivated and later displayed in a museum to be constructed here.

The Cairo was searching the Yazoo for Rebel mines and electric torpedoes when two mines blasted her ironclad hull and sent her to the bottom. All her 160 hands escaped safely. The wreck was rediscovered nine years ago by three men in an outboard motorboat.

The vessel was raised in stages. First the bow, paddle wheel and cabin were lifted by cables onto a submerged barge and towed to shallow water. The rest of the vessel was raised later by similar methods.



By Lindsey Williams, Vice-President, Gulf Area

Thanksgiving Honored By Gulf SIU

Seafarers' activities along the Gulf Coast were highlighted on Thanksgiving Day by holiday dinners served in SIU halls in Mobile, New Orleans and Houston. Members turned out in great numbers to celebrate with families and friends at tables that were loaded down with traditional Turkey Day goodies.

It was a splendid opportunity for Seafarers to renew old acquaintances and friendships. From all reports, the day was enjoyed to the fullest by all hands.

After Thanksgiving, record early season cold weather moved in on the coast. For example, a low of 29 degrees was the coldest December 1 on record in New Orleans.

New Orleans

The *Transyork* was put in the shipyard for repairs and the crew laid off after the ship struck a drydock at Todd Shipyard while inbound to New Orleans from the Mediterranean. The ship was damaged on the port side and was beached on the Mississippi River bank until emergency repairs could be made and 14 feet of water pumped out of the engine room preparatory to towing the 12,000-ton cargo vessel into drydock. The repairs are expected to be completed and a new crew called for in from three weeks to a month.

Ground was broken on December 4 for construction of a huge international exhibition facility on the riverfront at Canal and S. Front streets. When completed, the facility, which is being constructed under the auspices of the City of New Orleans Board of Port Commissioners and International House, is expected to be an impressive implement in the promotion of foreign trade through the Port of New Orleans.

Another project which will change the appearance of the riverfront is the demolition of part of the old Dumaine St. wharf. This will give an unobstructed view of the Mississippi from Jackson square and a fine view from the river of St. Louis Cathedral, the Cabildo, Presbytere and the upper and lower Pontalba Buildings, all historic structures and French Quarter landmarks.

William "Professor" McKay dropped in for a visit a couple of days ago. He is a fine testimonial to the healthful qualities of ocean breezes. During our conversation, we learned that he is 77 years old, but he is spry and nimble as ever. His appearance certainly belies his age. He looks younger than many men more than 20 years his junior.

Some of the "young" oldtimers to visit the hall recently included Louis "Baldy" Bollinger, Joe LaBranche and Frank Kouns. "Baldy" reported he had a great trip with a full "deck load" of U.S. Marines aboard the *Del Sol* in operation "Steel Pike" described in the LOG recently.

Charlie Rayfuse shipped to a fireman's job on the *Steel Fabricator*. Jake Wood made an oiler's job on the *Bangor*. Ivey Cox had to get off the same ship after spraining his knee and ankle. He is receiving daily physical therapy at the USPHS Hospital and expects to be fit for duty in a few weeks.

Houston

"Ski" Waleiski paid off from an AB's job on the *Transerie* in Mobile about two months ago and says since then he has been hunt-

ing "deer" in Houston. We don't know what kind of luck he has had, but at the last report he was ready to throw in for the first bosun's job on anything going anywhere for a long trip. Charles A. "Gus" Lindberg is vacationing with his family after paying off from the *Montpelier Victory*. Warren Cassidy visited friends in New Orleans over the weekend, but is back in Texas ready to ship out. Eugene "Red" Blanchard came ashore after eight months on the *Mt. Washington* and has been having a ball fishing, hunting and moving along the freeways in a 1965 yellow Ford convertible with a black top. There is only one flaw in this beautiful way of life, says "Red." He has to ship right back out to pay for the convertible. Ernie Berwald, who made his last trip on the *Bradford Island*, says he is looking for a job on a coastwise tanker. Nick Korsak is making the job calls after a vacation trip to the West Coast. He stopped off in Arizona to visit with an old shipmate, Tiny Mileski, who is in ill health. Juan Guiterrez made the headlines in the Texas papers when he killed a season's record nine-point buck while hunting in East Texas. He got off the *Beauregard* Oct. 20 and was hoping to make a job on the *Transorleans*.
Mobile

Bob Schwartz who checked in here after paying off the *Ocean Joyce* shipped out on the *Inger* which crewed up in the shipyard. Paul R. Simmons registered in the engine department after a year on the *Alcoa Runner* and said he was going to spend the holidays with his family. Ethan Mercer, second electrician on the same bauxite carrier, also hit the beach. Robert Spencer, chief cook for two years, and John L. Munnerlynn, steward for nine months, got off the *Sacramento* and came home for the holidays. Harold L. "Buck" Weaver paid off the *Our Lady of Peace* after two trips as bosun. Percy A. Gray registered after paying off from the *Transhatteras* at the end of a trip to India.

SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: October 1 - October 31, 1964

Port	Seamen	Wives	Children	TOTAL
Baltimore.....	238	7	11	256
Houston.....	117	9	7	133
Mobile.....	66	8	0	74
New Orleans.....	106	31	10	147
New York.....	456	44	24	524
Philadelphia.....	219	24	32	275
*San Juan.....	16	21	13	50
TOTAL.....	1,218	144	97	459

*9/21/64 to 10/20/64

Dual Rate Practices Injure U.S. Shipping

FMC Reaching Compromise On Dual Rate Information

WASHINGTON—A compromise settlement—with the Federal Maritime Commission doing most of the compromising—is reported near in the year-old battle to make foreign-flag operators open their books on overseas rate-making information.

American-flag operations have been hurt in the past by the dual rate policy of the mostly foreign-flag steamship conferences. These conferences have set a double standard on rates for the U.S. export-import trade, with higher rates being set on the export of goods from the U.S. The effect of the dual rate policy has been to deprive American workers of jobs and to weaken this country's balance of payments position.

For these reasons, the FMC, backed by maritime labor and segments of the industry, has been trying to make the conferences reveal information on their rate-making procedures.

The settlement reportedly near in Washington would achieve the principle of disclosure but would not really make the conferences disclose detailed information on rate-making.

Considered an "accommodation" and not a true settlement, the formula being talked about would accept only "aggregated" information from the conferences—information so generalized, in other words, that it would be virtually impossible to spot any violations of U.S. law by individual carriers or the conferences from any examination of it.

An explanation of the term "aggregated" was not even made available, Washington officials said.

In addition, the information released is only expected to cover that which the FMC has been asking for during the past year. The settlement, it is said, makes no provision about similar problems which arise in the future.

Maritime labor has been urging

the FMC to stay clear of such meaningless compromises and to use its power to obtain all the in-

formation necessary to end the practice of dual rates now and in the future.

Drifting Lifeboat Vexes U.S. Navy

HAMBURG, Germany—A battered, storm-tossed lifeboat found floating off the coast of Spain, a set of toy electric trains and two jackets containing the papers of two Greek seamen. The elements of a mystery or of a farce?

The U.S. Navy, which pieced together these clues found by the LST *DeSoto* County in the Atlantic on November 16, leaned toward the mystery theory. A report issued by the headquarters of the U.S. Atlantic Fleet in Norfolk, Va., said the Navy was "puzzled" about the fate of the occupants of the lifeboat.

Though the boat, clearly marked, had come from the West German freighter *Vulcan*, the Navy made no effort to contact the *Vulcan's* owners. Instead, it seemed content with letting the whole business go by as another well-guarded enigma of the sea.

Not being as romantically inclined as the Navy, the Komrowski Shipping Company of Hamburg, solved the mystery with a brief explanation that exploded the growing legend of the crewless lifeboat and its weird cargo of toy trains.

The *Vulcan*, a 19,931-ton freighter under the Komrowski flag, had

aided in the rescue of seamen from the Greek freighter *Dia*, which sank off the coast of Cape Finisterre in October.

The lifeboat in question picked up several of the *Dia's* crew. High seas hampered the rescue effort, however. So, after taking the crewmen on board, the *Vulcan* was forced to abandon the lifeboat, being unable to haul it up because of the mounting swells.

The little boat drifted off, its bottom still filled with the personal belongings of the Greek sailors—two jackets, the papers and the toy train set. Apparently, one of the seamen had bought the trains for his kids, but decided at the last minute that saving himself was more important than saving his jacket or trains.

A Komrowski official commented: "The only mystery we can see is why the U.S. Navy didn't come to us in the first place for an explanation." The Navy, which has still not contacted Komrowski, had no comment.

Cigarette Sales Recovery Blots Out Smoking Report

The pall of blue smoke is thick in the air once more in shops and offices all over America. Slightly less than one year after the U.S. Surgeon General's Office published its famous report linking cigarette smoking with many human ailments, most notably cancer, cigarette consumption is almost back to

normal in the U.S., with the tobacco industry predicting record breaking sales for 1965.

Last January 12 (called Black Saturday by many addicted to "the weed") the surgeon general's report hit the news. Tobacco stocks took a nose-dive on the stock exchange as millions swore they would never again inhale the satisfying but death-dealing fumes of the thin white cylinders. Smokers' clinics were set up a-la-alcoholics anonymous so addicts could help each other to break the habit.

But in the end the weed won. Cigarette sales are almost back to normal and climbing steadily.

The surgeon general, who supervised the exhaustive studies leading to the report, is discouraged by the resurgence of the weed, but admits he is not surprised. "It is difficult for people who have smoked for many years to give it up," he observes.

Much of the blame for the weed's resurgence has been placed at the door of Congress, a body which is supposedly sworn to uphold the welfare of the American people, but has failed to support

an educational campaign against smoking—especially one aimed at America's young people.

The American Medical Association which must also bear much of the blame for its official policy of ignoring the tobacco-cancer link. It is significant that only about 25 percent of the nation's physicians now smoke cigarettes, against about 60 percent of the rest of the population. Doctors advise their patients not to smoke and have largely quit smoking themselves—yet the AMA won't take a stand.

FTC Retreats

The Federal Trade Commission started out on the right foot, but then reneged for some reason. The FTC first ordered that health warnings be printed on every package of cigarettes, but that order, which was supposed to go into effect on January 1, 1965, was recently postponed until July 1, 1965.

The tobacco industry is of course interested in keeping the American people puffing away on cigarettes despite any health threat which may exist. It is a rich industry which intends to stay that way and is not afraid to spend a

buck to make five. It maintains representatives (lobbyists) in Washington, supports medical research projects which, unlike the surgeon general's study, always seem to find no definite link between tobacco and cancer, and spends millions on advertising to entice more and more smokers to smoke more and more cigarettes.

Most informed and interested sources agree however that although there are many dirty hands involved in the tobacco-cancer dispute, the smoker himself must bear the final burden of blame. Many smokers no longer dispute the tobacco-cancer link, but have developed a sort of what-the-hell attitude. They would rather die than give up the weed.





By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

Lakes Freeze-Up Begins

For a time, we thought the Port of Alpena had seen the last of shipping for this year. However, Huron Portland Cement Company called a crew for the E. M. Ford and we shipped practically everyone on the beach. The E. M. Ford will attempt to make a few more trips before the Lakes freeze over.

Buffalo

Ever since the opening of the St. Lawrence Seaway, American cities with harbors on the Great Lakes have been bent on getting as rapidly as possible harbor depths that would accommodate vessels transiting the Seaway. Buffalo is one of only two cities on the Lakes Erie and Ontario that can boast, as the 1964 season comes to a close, of the desired depth of 27 feet in its outer harbor. The completion here was not scheduled until next November, but the contractors for the \$2.5 million project operated two dredges on an around-the-clock schedule for the last phase of the Federal program in modifying Buffalo harbor so that modern deep-draft vessels might enter. As a consequence, United States and foreign ships can make Buffalo a port of call from the start of the 1965 shipping season. This is one of the gratifying happenings of 1964 having to do with modern development of the Niagara Frontier.

It was reported that this year's lay-up fleet in the Buffalo harbor will be the smallest in history and it is due to the unit-train program. At present the C.S. Robinson and the Henry Steinbrenner are in the port preparing to lay-up for the winter. The J.C. Miller is expected to leave here for Duluth, Minnesota for a load of grain and then return to lay-up.

Evald Mans, "Dutch" as many of our members know him, is in the Meyer Memorial Hospital and has been confined for about a month. We are not certain of the nature of his illness.

Chicago

This port has continually reported extremely good shipping in every LOG issue and recently mentioned that it appeared that shipping would remain good until the end of the season. Our recent period of shipping perhaps cannot be considered the best, but Chicago did ship 25 men in permanent and relief jobs. And a shifting gang worked on Gartland's newly acquired ship, the Harvester.

It should be mentioned that Gartland Steamship Company will operate next season two additional vessels in their fleet—a self-unloader, the Gobeille and the straight-decker, the Harvester. The company at present has no knowledge as to how many of its vessels they will run in 1965 but in any event the shipping picture in this fleet for next season looks extremely good. It should also be repeated that any and all unrated men should take advantage of the winter lay-up and get off their rusty-dusties and get the rated tickets necessary to take these additional jobs.

Chicago reports that Carlo Lopepare is out of the hospital and happy to be back to work on the Steamer Hennepin.

The Illinois State Federation and the Chicago Federation, plus the "Voice of Labor" WCFL have moved into new offices at the Marina Towers in Chicago. The Port Council of the MTD, along with many other Chicago labor groups have endorsed James J. Medja for Judge of the Circuit Court. We are happy to report that Medja has been appointed and the Port Council will attend installation ceremonies this coming Monday.

At the moment, this port is in a fight against Hannah Inland Waterways, contracted to the Inland Boatmen's Union, SIU. As of this report, the beef has been totally successful, with all local unions respecting pickets and picket boats. There are no meetings

scheduled with the company at the present time.

Cleveland

This is the time of the year to start off from this port by wishing one and all a Merry Christmas and a Happy New Year.

Although the season is just about over, job calls are still coming but they are hard to fill because everyone is getting himself lined up for the winter months ahead.

Cleveland had one of the early lay-ups (and also just as early a fit-out). The E. M. Ford came in to lay-up a few weeks ago and within 10 days the crew was called back for fit-out due to a sudden demand for cement.

Within the next 10 days, Cleveland will enter the all year-round port status with the beginning of operation of the carferry Grand Haven, which will run between this port and Canadian ports across the Lakes on all year-round basis.

After not sailing all season, Don shipped out, firing, on the John A. Kling, for that one last trip. Harold Carroll dropped into the hall the other day for a visit before going on to New York.

Paul Blaha is still in the hospital in Lorain, Ohio. He is coming along slow but making progress with his broken leg.

Detroit

The shipping season on the Great Lakes is finally over with the exception of a few "Lakers" down bound from the head of the Lakes with their last cargoes. The patrolmen working out of this port are busy servicing vessels laying up and most of the deck crews have gone home.

The Jean La Fitte was the last SIU deep-sea ship for the year and old-timers like Pete Ridgeway, Vaughn Harrison, Vern Ratering, Jimmy McQuaid will spend the winter months in India and Burma.

The 1964 sailing season was the best enjoyed by SIU members since the war years and from all indications 1965 should be as good or better. Ed Furneis stopped in to collect his vacation check and will spend the holidays. Ed says he is heading back to the Sunny South after that. The Ben W. Calvin (Boland-Cornelius) will be on the winter run this year and we salute those brave souls who will be riding her.

Duluth

The 1964 season at the head of the Lakes has ended with the last of the ore cargoes on their way. The Great Northern Railway has

(Continued on page 20)

Narrows Bridge Lights Dazzle Harbor Pilots

NEW YORK — Bright, glaring lights on the new Verrazano-Narrows Bridge linking Brooklyn and Staten Island across the New York Narrows are a navigational hazard which could cause a "major marine catastrophe," if they are not properly shielded, harbor pilots have complained.

The plazas at each end of the bridge are lighted by 128 1,000 watt mercury vapor lamps standing on eight poles. In addition there are 395 roadway lights, each one 400 watts.

Pointing out that during a year they guide more than 2,000 ocean-going vessels through the Narrows, the pilots say that guiding vessels beneath the bridge, especially on a foggy night, is now like working with "four big suns shining straight in your eyes." A Coast Guard investigation is underway to look into the charges.

Serious danger from the lights has been charged only during a haze or fog, when the bridge lights "magnify the droplets of vapor in the air, creating a veil, a blanket."

Clearance between the supports at each side of the bridge is 4,260 feet, through water 90 feet deep. Although this constitutes a comfortable clearance during clear weather, the pilots charge that the risk of collision between ships is "dangerously high" when there is "a glare that blankets a pilot's view of the other side of the bridge" during haze or fog.

The Triborough Bridge and Tunnel Authority, which built and operates the bridge, has rejected a request for a meeting to discuss the problem. The TBTA, headed by the controversial Robert Moses, has denied that the lights are a hazard to shipping.

Infamous 'Devil's Island' Now Host To Fishermen

CAYENNE, French Guiana—The last agonized scream of a tormented prisoner died some 20 years ago, and today's residents of fabled "Devil's Island" here, are being instructed not to talk to strangers about the old prison camps because "it keeps tourists away."

Today all the prison camps have fallen into decay except the old reception center and solitary-confinement blocks at St. Laurent. The cement buildings are being used as warehouses and freezing plants by U.S. shrimp fishermen from Tampa and other Gulf ports. In the last few years the new shrimp industry has doubled the town's population to about 3,000.

Many still remember the prison camps however, and do talk about them to strangers. A typically horrible remembrance goes "I remember as a boy in St. Laurent, up the coast, how those in the blockhouses would keep us awake all night with their screaming. You could hear them all over the town. The guards, who rarely bothered them, would

also go mad and sometimes shoot themselves or become drunkards. It was not a good place for children."

Other old residents go even further with their tales of the horror of the old days, calling St. Laurent a "palace" compared with other camps along the 250-mile coast between there and Cayenne, where political and other important prisoners were kept.

Prisoners who survived their terms at "Devil's Island," old residents recall, were usually too broken mentally and physically by their ordeal to ever go home. They remained there—scratching out a bare subsistence for the remainder of their miserable lives by catching and selling beautiful butterflies.

In addition to the economic boost of the U.S. shrimp industry, the "Islanders" have turned their interest to a new French missile base being built outside of Cayenne. The 500 technicians with their families are expected to give French Guiana a further social and economic lift.

Modern life is gradually transforming "Devil's Island." But for many oldtimers the place is still haunted by anguished screams in the night.

Vacation Bonanza



SIU Great Lakes District member Van Ratering (left) has a big smile for the LOG photographer as he accepts his Union vacation check from Detroit Port Agent Jack Bluit. Ratering, who recently paid off the Chatham (Waterman) where he sailed in the steward department, collected a whopping \$681, the largest vacation check to be handed out in the port of Detroit this year.

SIU Ships Praised In Navy Game Role

WASHINGTON—U.S.-flag merchant ships, including the SIU-contracted Del Sol (Delta Lines) and Couere D'Alene Victory (Victory Carriers) which took part in the recent

naval amphibious exercise in Spain, have won praise from the Navy as "an integral and critical element which contributed greatly to the success of Exercise Steel Pike I."

Ten American-flag freighters took part in the exercise in which about 60,000 American and Spanish assault troops stormed ashore in a mock landing on a beach in southern Spain. The merchant ships hauled some 28,000 marines and their equipment, missile

launchers, trucks, heavy tractors and materials for a tactical airfield.

Vice Admiral John S. McCain, Jr., Atlantic amphibious force chief, said he is "most anxious" that the American-flag merchant ships which took part in the operation "receive due credit for a job well done."

In addition to transporting the 28,000 marines to Spain for the operation the 10 merchant ships, plus seven MSTs vessels, carried 90,000 tons of cargo from five U.S. ports to Spain in a 10-day crossing. Transportation costs for the men and material were placed at about \$5 million.

It has been noted that a year ago, when only 15,000 soldiers with virtually no equipment were airlifted from Fort Hood, Texas to Germany in three days for a special exercise, it cost the government \$20 million, and most of their equipment had to be sent well in advance aboard ships.

The presence of the merchant ships at the maneuvers emphasized the role that a strong and modern U.S. maritime fleet could play in the event of emergencies. Runaway-flag shipping, operated under the myth of "effective control" could not be called upon as quickly—if at all—to aid our armed forces in a time of crisis.

The continuing need for merchant ships in the defense of the U.S. was also pointed out recently by MSTs Commander, Vice-Admiral Glynn R. Donaho.

Ships will not be displaced by aircraft except in certain specialized cases, Admiral Donaho told members of the Washington Propeller Club. The U.S. will still need freighters and tankers even if it controls the air over enemy territory and landing fields, he said.

These ships are a must for transporting heavy equipment and backup supplies over great distances, he pointed out, and will remain the only practical way of transporting the huge masses of heavy equipment necessary to maintain U.S. fighting men on foreign shores.

Changing Your Address?

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

AMA Readies Big Guns For Medicare Showdown

MIAMI BEACH—The American Medical Association set the stage here for a last-ditch, big spending campaign to prevent Congress from passing a social security program of hospital care for the elderly.

AMA leaders told the policy-making House of Delegates that the doctors' lobby lost many of its best friends in last month's election. AMA president Donovan F. Ward said the chance of defeating the King-Anderson bill "is considerably less than it was a few weeks ago."

But the Iowa physician heaped scorn on doctors who suggested compromise and declared: "The fight must go on."

The delegates voted down even the mildest of state resolutions suggesting a new look at the health care problems of the aged and scheduled a special conference in Chicago Dec. 13 to frame what was termed "a national education program." Earlier Ward had said the House of Delegates might be called into an almost unprecedented special session if further action was needed to block the bill.

Meanwhile, in Washington, a key sponsor of the hospital care bill saw a "realistic" possibility that the measure could clear Congress by Easter. Senator Clinton P. Anderson (D-N.M.) said he and Representative Cecil R. King (D-N.Y.) will again join in introducing a health care bill.

"It will be based on the social security principle of payroll con-

tributions from workers and employers," he said, "and the emphasis will still be on hospital care and post-hospital skilled nursing care."

A newspaper advertisement addressed to the AMA delegates by Florida senior citizen groups warned doctors that they are losing the confidence of their patients by their actions.

In the "open letter," the doctors

Coast Company Seeks Subsidy For New Ships

SAN FRANCISCO—SIU Pacific District-contracted American Mail Lines has applied to the Maritime Administration for a construction differential subsidy for four new high-speed cargo ships to operate between the U.S. West Coast and the Far East.

The new ships would replace the American Mail, Bengal Mail, California Mail and the Java Mail. These ships would be traded in and their value applied to the cost of the new ships.

American Mail Lines presently has two new ships under construction—the Oregon Mail and the Canada Mail.

were told: "Our confidence is shaken as evidence accumulates that the men you have designated as spokesmen on economic and social issues are wilfully misleading the American public."

William R. Hutton, information director of the National Council of Senior Citizens, told a Miami meeting that "powerful public relations forces of organized medicine are desperately trying to play down the mandate for medicare enactment." He said this may deceive some AMA members but it can't reduce the majority for the King-Anderson bill in the new Congress.

Ward, who had supported Barry Goldwater in the election campaign, conceded that the result forces the AMA to "face up to certain grim realities." He foresaw a "furious hurricane" for the hospital care bill from the Administration, organized labor and senior citizen groups.

The AMA president deplored the defeat of three Republican members of the House Ways and Means Committee who opposed King-Anderson. But he claimed the election could not be construed as a "mandate" for new social legislation and in fact indicated that voters were opposed to any change.

Hutton termed this "an incredibly twisted election analysis" which "demonstrated an extraordinary capability for self-deception among conservative doctors."



By Cal Tanner, Executive Vice-President

Automated Tragedy

SIUNA International Vice-President Bill Jordan warned recently that any attempt to utilize automation techniques simply to increase the profits of shipping companies would have grave repercussions. His words became a grim prophecy shortly afterward when the Israeli luxury-liner Shalom collided with the Norwegian tanker Stolt Dagall on Thanksgiving morning with the loss of 19 Norwegian seamen.

No inquiry into the mishap has been completed yet and the cause of the disaster is still a matter of conjecture. But one thing is clear. Both vessels were equipped with modern "safety" devices, including radar. And yet, they collided.

The inference to be drawn from these facts is clear. Radar, although it is a valuable safety aid, is still not a dependable substitute for an experienced, well-trained, conscientious seaman on lookout or at the wheel. Rushing headlong into automation and replacing experienced crewmen with far from dependable automated systems—all for the sake of increased profits—can only lead to more disasters of this type.

This particular problem is not confined to the maritime industry. The railroads too are plugging headlong into automation for the sake of increased profits—eliminating experienced railroad workers and replacing them with automated "systems." The fallibility of these automated systems with the inevitable drastic decline in safety was pointed up recently by the death of a little girl, crushed beneath the wheels of an "automated" train.

The train had been automated, the train crew reduced to the bare minimum. The experienced trainman was no longer at his usual post as the automated "brain" brainlessly backed the freight cars into coupling position and crushed the little girl to death.

It is particularly disturbing that so many recent mishaps, both in maritime and in other transportation industries, have involved modern, not antiquated equipment.

It has always been a fact of life that cutting corners gets you into trouble eventually, and this is just what the transportation industry has been doing by pushing automated systems into use. Because of their complicated mechanical nature, "systems" have always been known to break down regularly. And when automated system controlling powerful machinery breaks down, the machinery, as likely as not, will run "amuck."

At its present state of technology, automation is not ready to be granted "free reign" over large, powerful, and highly mobile machinery. The steady and judicial hand of man is still needed to step in and take charge when the going gets rough.

Your Union Benefits



By Al Kerr, Secretary-Treasurer

Welfare Plan Provides Security

Many a Seafarer can recall clearly that it wasn't too many years ago when the only thing he could count on from a job was a month's pay. The idea of monetary assistance for himself or his family in time of sickness or old age when he could no longer work was virtually unknown.

Today's Seafarer, on the other hand, faces completely different conditions. He knows he can perform his job secure in the knowledge that his Union has provided a vast welfare plan which will help both him and his family in time of sickness and old age, but also will assist his loved ones after he has passed on.

SIU members has shown time and again that they are aware of their improved benefits situation. One of the major indications of this is that 60 percent of our Union members are married and supporting families. Figures coming into our department show that the number of our brothers who are getting married is increasing every day.

This is obviously a good trend. It means that the professional seaman is a man who will make a career out of sailing, rather than taking a trip and then quitting until his money runs out.

Not only has the Union built up a welfare plan to provide for the married seaman and his children,

but it has also provided proportionate benefits for our single members. While SIU men who are married get more in benefits than our single brothers, it should be recognized that they have accepted more responsibilities since they must think in terms of providing for the needs of two, three, four or more people. There can be little argument with the fact that the married man's dollar must go a great deal further than that of a single member.

We should all remember that the single Seafarer also has his responsibilities. He may be responsible for taking care of dependent parents, younger members of his family or step or foster parents. The Union welfare plan also provides assistance for these dependents.

Among the typical benefits provided by the SIU welfare plan which a Seafarer and his family

may depend on are hospital expenses, which include room and board, the inevitable extras, blood transfusions, doctor calls, surgical and maternity expenses.

Other forms of assistance include medical examinations, optical benefits, sickness and accident, special disability, maintenance and cure and special equipment to aid in recuperation from an illness or accident. In addition to the \$4,000 death benefit and regular monthly pension, special scholarships are awarded to both Seafarers and their children each year.

From this brief survey it can be readily seen that an SIU member has more at stake in his job than his monthly wages. While many of our brothers sometimes take these extensive benefits for granted, it should never be forgotten that they are the result of many hard-fought battles which were waged by you and your Union.

Liki Tiki's Latest Trip—Iron Men In Wooden Ship

ATLANTIC CITY, N.J.—The battered old schooner Liki Tiki proved to be a little more leaky than usual last week, and its six man crew had to be plucked from the sea by helicopter.

Talking about "taut ships" no one ever mentions the Liki Tiki. She has run aground five times in a little over four months and has been towed in from sea twice. Last week's episode marked the eighth time the Liki Tiki has been rescued by the Coast Guard since July 23.

Like the carefree crew of the legendary "rub-a-dub-dub" tub, the six Liki Tiki crewmen sailed gaily out of Atlantic City last week to do some skin diving off Florida. With absolute faith in their able navigator the happy crew ignored the twin red pennants standing stiff in the wind atop the Woodbury, N.J. Coast Guard station signifying a gale warning. It was definitely a case of iron men in a wooden ship.

Navigating chores aboard the Liki Tiki were handled by the mayor of a small New Jersey town who is also in the construction business. He is usually in charge of the maps and charts when the Liki Tiki puts to sea on one of her more noteworthy voyages and each time the schooner runs aground (five times since July) he blames it on sand bars unmarked by the Coast Guard. A CG spokesman has suggested however, that "there was definitely some navigation problem there somewhere." As the gale-warning pennants

sank slowly astern of the Liki Tiki last week another eventful voyage began. A blinding snowstorm quickly engulfed the vessel! Seas up to 40 feet high battered her sturdy decks! The mainsail, jib and gaff went overboard! Mammoth seas poured down her hatch! Everyone got seasick!

Soon a familiar call crackled over the radio at the local Coast Guard station. Veteran coast guardsmen held their heads and moaned. The Liki Tiki was on the air again with its well-known distress signal. The old routine began again like a bad dream. The Coast Guard asked for the Liki Tiki's position. The navigator had no idea—his charts had failed him again. It was almost midnight before two cutters, guided through the dark and violent seas by radar, found the Tiki.

With darkness and rough weather making immediate rescue a dangerous undertaking, the cutters stood by all night. At dawn, unable to get a line aboard the schooner, a helicopter was called all the way from Floyd Bennett Field in Brooklyn. The six-man crew leaped from the Liki Tiki onto a liferaft thrown over by the Coast Guard while the helicopter lowered a basket six times in a 40-knot gale to pull them all to safety.

The CG admits it is a little tired of the Liki Tiki and its legendary navigational prowess but they can't do anything about it. Unless the

skipper breaks a law—and laws governing pleasure craft are few and far between—no penalties can be placed on the Liki Tiki or its crew.

NLRB Chief Hits Opponents Of Bargaining

NEW YORK — Some American businessmen still cannot accept the fact of free collective bargaining despite 30 years of popular and legislative reaffirmation of this basic right, Frank W. McCulloch, chairman of the National Labor Relations Board declared here.

McCulloch's blast at the reactionary segments of U.S. industry came at a seminar of the National Association of Manufacturers, and appeared to be aimed at the NAM's members. The NAM, a collection of the kind of old-line anti-labor businessmen McCulloch was speaking of, has battled throughout its history every law, policy and union contract that would give American labor a fair shake.

If all of industry and business would accept the fact of collective bargaining, McCulloch said, the NLRB would no longer be needed.

SEAFARERS PORTS OF THE WORLD



Shown here is the famous "Temple of the Tooth," containing a tooth said to have been extracted from the mouth of Buddha. Colombo is a center of the Buddhist religion in the Far East.



The Buddhist Keleniya Temple attracts the faithful each January for a celebration which commemorates the Buddha's first visit to Ceylon. The nation has five million Buddhists and a million Christians.



The Zebu wagon is still the most popular form of transportation for Ceylon's farmers.



A toy stand with two young salesmen in the Pettah, the bazaar section of Colombo.



Photo shows a section of the garden and patio of the Mount Lavinia Hotel, just outside Colombo. The picture was taken by a Seafarer on a recent visit to the port.

COLOMBO

Colombo, the capital city and chief port of the island nation of Ceylon, is known to Seafarers as a tea and gem port. The city lies on the southwest corner of the large island which is situated off the east coast of India, its fine harbor facing the western portion of the Indian Ocean.

The port's commerce is mainly made up of the export of rubber, tea and coconuts and the import of foodstuffs. Among the SIU-manned ships which put into Colombo on a regular basis are those in the round-the-world service of Isthmian Lines.

A member of the British Commonwealth, Ceylon, with its 10-million population, is the only country in the world today to have a female prime minister—Mrs. Sirimavo Bandaranaike.

Bill Feil, a Seafarer who has visited Colombo on several trips, says the port's chief attraction is in its shopping. Fine gemstones, for which Ceylon is famous, find eager buyers from around the world. Star or blue sapphires are said to be the best buy. Seafarers wishing to bring home a bauble to the wife or girlfriend are advised, however, that really fine stones command a good price. Any shopping should be done at the big stores, all of which set fixed prices.

Things to beware of in Colombo are pickpockets, phony guides and back alley money changers. English is the nation's second language so that getting around is not too hard. If visiting Seafarers call on the Travel Centre at the harbor's Passenger Jetty they can obtain a Tourist Card which entitles them to play golf at two of the leading clubs, entrance to the Atlanta nightclub and reduced fares on the railroads for any excursion trips into the beautiful countryside.

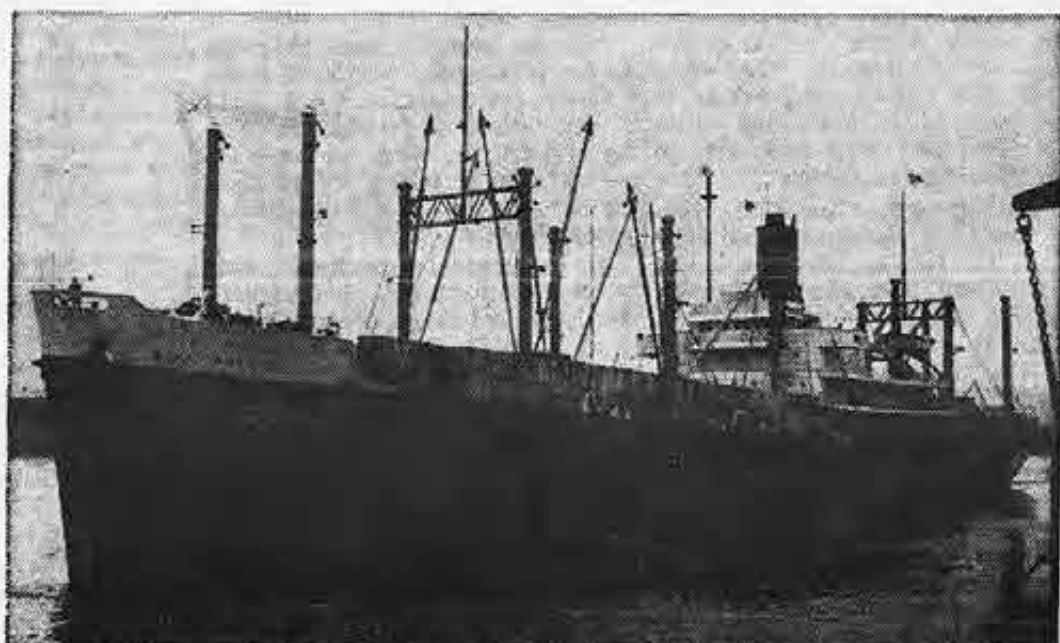
At the eastern end of Main Street, which runs up from the harbor area, the Bazaar known as the Pettah begins. Good bargains can be obtained here on local handicrafts for those who can do a little haggling. The main business and commercial area lies between Church and Chatham streets. A bus that runs along the coastal road will take Seafarers out to the Galle Face hotel, one of the city's better hotels, and the Mascarilla nightclub.

The road leading inland from the hotel crosses a picturesque lake to Slave Island, a tourist spot. Beyond the island is the race course (the racing season begins in August) and several fine swimming places and golf courses. Seven miles out of town along the coast road is Mt. Lavinia, where there is an excellent ocean beach for swimming.

Well made curry dishes are the local specialty of the many good restaurants in downtown Colombo. The most popular hotel near the port area is the Grand Oriental. For Seafarers who want to take in a movie while in town, the Regal, Liberty, Savoy, Majestic and New Olympia theatres show American, British and European films.

On the opposite or eastern coast of Ceylon is the city of Trincomalee, the island's second most important port. SIU-manned vessels occasionally stop at the port, though not as regularly as at Colombo.

Trincomalee possesses the only fully sheltered harbor in the whole Indian subcontinent. The Welcombe Hotel in the harbor area is the chief stopping place for Seafarers. Many members have recommended the ABCD Cafe as the best place in Trincomalee to relieve their thirst.



The SIU-manned *Steel Worker* of the Isthmian Lines has been among the many SIU ships which have put in regularly at Colombo to unload and pick up cargoes.

Beef Box



By Robert A. Matthews,

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

Here is another group of questions requiring contract clarifications that were sent in by SIU crewmen. The first three questions deal with electrician's duties aboard ship. They were sent in by Clarence E. Fryor, ship's delegate on the Oceanic Wave.

Question: "I am writing to get some clarifications on the Electricians working from 12 midnight to 8:00 a.m., at sea. The Chief Engineer on the ship seems to think he understands the agreement his way, and that is, if he works an Electrician at night, where he o.k.'s the overtime for the work, he can then work the man all day without payment of overtime, and that the man who worked at night is not entitled to a rest period. He said that he understood this at sea, because under Article II, Section 41 it does not clearly state about day workers at sea."

Answer: The agreement does not provide for a rest period at sea. Therefore, you are entitled to the overtime worked between midnight and 8:00 a.m. only.

Reference: Standard Freightship Agreement, Article II, Section 41 (a): "When ship is under port working rules and sea watches have not been set and members of the unlicensed deck and engine personnel on duty are required to work overtime midnight and 8 a.m., they shall be entitled to one hour of rest for each hour actually worked."

Question: "The Mate calls the Bosun and the Electrician, to put power on deck and standby raise anchor, shift ship to mooring dolphins in Suez Canal, after mooring the Deck Department still works, using winches to bring aboard the docking workers boats. The call was at 1:00 a.m., the docking finished 6:30 a.m., the workers worked till 7:45 a.m. using No. 2 port winch and No. 5 port winch. Please clear this up. The chief Engineer said the Electrician time was up at 6:15."

Answer: The Electrician would be entitled to overtime up to 7:45 a.m. only if cargo was being worked which was not the case outlined in your question.

Reference: Standard Freightship Agreement, Article IV, Section 9, No. 5 first paragraph: "When cargo is being worked with vessel's electric cargo handling machinery after 5 p.m. and before 8 a.m. week days or on Saturdays, Sundays and Holidays, the Electrician shall do any work necessary to keep electric cargo handling machinery in operation."

The next question, submitted by David Pashkoff, ship's delegate on the Overseas Joyce, concerns wheel duty on a freighter.

Question: "What is the man on the wheel supposed to do aboard a freight ship? The Mate thinks that the man on the wheel is supposed to paint and a lot of other things. Please send me something on this matter."

Answer: The crewman on the wheel is required to steer the ship only. This shall also apply when automatic steering equipment is employed aboard a freight ship.

Reference: Standard Freightship Agreement, Article III, Section 8—Relieving Helmsman. "No Mate shall relieve Helmsman except in the emergency. Sougeeing, chipping, painting, etc., shall not be considered an emergency."

The following question, concerned with equalization of overtime for handling hatches comes from Cecil Diltz and P. Kennedy aboard the Sacramento.

Question: "This ship is a bulk carrier and has roll on hatch tops. There has always been a beef as to what is overtime regarding the opening and closing of the hatches while loading or discharging the ship and as to how many men are required, and who they are. Are the O.S. to help in this work or is it the Bosun, Daymen and A.B.'s. Should it be equally divided between all of the Deck Department, then to who has first choice, the Bosun, and Daymen, or should it be divided up among the Deck

Department. The Bosun claims that he and the Daymen have first choice of this overtime and that no O.S.'s are to be used. We wish to know if it is a company or Bosun ruling that no O.S.'s will be used."

Answer: The contract does not provide for the number of men to be used when opening and closing the roll-on hatch tops you described. Therefore, the number of crewmembers used to perform this work would be at the discretion of the Chief Mate. The contract does provide for equalization of overtime, therefore, the Ordinary Seamen should have an equal opportunity to perform this work.

In addition, I would point out that when you are opening and closing these roll-on hatch tops, the Bosun should always be one of the crewmembers performing this work.

Reference: Standard Freightship Agreement, Article III, Section 2, first paragraph—Division Overtime. "All overtime shall be divided as equally as possible among the members of the deck crew. In any event, the Boatswain shall be allowed to make as many hours overtime as the high man's overtime hours in the Deck Department, except where such overtime has been paid for routine sea watches. The Boatswain shall have the right to stand week-end gangway watch in turn with the rest of the deck department. If he fails to exercise such right he has no claim for high man's overtime."

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

"(b) No overtime shall be paid to day men or the watch on deck between the hours of 8 a.m. and 5 p.m., Monday through Friday, for covering up when no cargo is in the ship or taking off hatches for any purpose other than actually cargo operations."

In submitting questions and work situations for clarification, delegates and crews are reminded once again to provide as much detail as possible setting forth the circumstances of any dispute. Besides those mentioned, some of the members who were sent clarifications on various subjects during the past few days included the following: Robert L. Morrow, Afoundria; Charles L. Perdue, Kyska; Scotty Weems, Orion Hunter, Donald C. Nelson, Robin Kirk; Albert Lima, Hudson; Fred Tampo, ship's delegate, Steel Maker; Van Whitney, ship's delegate, Transglabe.

FMC Retaliates Against Uruguay's Discrimination

WASHINGTON—The Federal Maritime Commission has taken action to protect U.S.-flag shipping from a series of discriminatory regulations passed by Uruguay against U.S. ships.

The FMC has made it clear to Uruguay that that country's ships trading with the U.S. would have to pay fees on their cargoes equal to those charged against U.S. ships trading with Uruguay. Tit for tat, so to speak.

The Merchant Marine Act of 1920 gives the FMC power to act when other countries discriminate against U.S. shipping. Section 19 of the act permits the commission to take counter action, such as the imposition of special duties on imports to the U.S. brought in by vessels flying the flag of the nation practicing discrimination.

The FMC has been considering how to handle the discriminatory practices of Uruguay since June. This discrimination has meant that cargoes imported by Uruguay in its own ships have been exempted from a 50 percent surcharge levied against American ships. Another exception frees the Uruguayan ships from a 6 percent tax on foreign exchange transactions used to pay for the incoming goods.

The new FMC regulations against Uruguay become effective 30 days after publication in the Federal Register.

Similar action by the FMC has been effective in the past to remove discriminatory regulations imposed by Latin American nations against the U.S. In 1959 the commission ordered "equalization fees" against the Ecuadorean shipping after that country had assessed fees against U.S. shipping similar to those now imposed by Uruguay. The Ecuadorean Government promptly cancelled its discriminatory regulations.

In the past, Latin American governments have often tried to

protect their fleets by resorting to discriminatory procedures. Several Latin Nations have restrictive policies in effect that discriminate against imports carried on ships not flying their own flags. An effort by South American nations belonging to the Latin American Free Trade Association to extend this practice on a group basis drew a strong warning earlier this year from Senator Warren G. Magnuson (D.-Wash.), chairman of the Senate Commerce Committee.

Senator Magnuson's warning that the U.S. would take retaliatory action to safeguard the interests of American-flag shipping followed a plea by SIU-contracted Delta Lines for aid from Washington in counteracting discriminatory regulations by Latin ship-owners.

Although some LAFTA members, such as Uruguay, do not possess enough ships to give U.S. and European shipping serious competition, they often charter tonnage to get around this disadvantage.

In announcing the imposition of fees to counter those imposed by Uruguay, FMC head John Harilee noted "these preferences have diverted shipments to Uruguayan ships, discriminated against United States vessels and resulted in conditions detrimental to the free flow of trade between the two countries."

U.N. Eyes Aid For Countries Lacking Coasts

NEW YORK — The land-locked nations of the world—those inland nations without any access to the sea except by crossing neighboring nations' territory—may get a big economic boost through the work of the United Nations' "Committee on Preparation of a Draft Convention Relating to Transit Trade of Land-Locked Countries."

The committee has been working for some time to set up international rules and regulations covering the transit needs of all land-locked countries so they can increase their international trade. At present most of these nations are hindered in their trade by the fact that they must depend on their neighbors' cooperation in getting their goods and products to the sea for shipment. Because of this they are always at the mercy of their neighbors, who for political or economic reasons, could cut off their access to the sea and thereby cripple the land-locked nation's economy.

The committee has completed its 31 scheduled meetings, has wound up work on a final draft and report, and is hoping for action soon on its proposals.

Who Is Land-Locked
Land-locked nations comprise one-fifth of the nations of the world. Most of them, because of their land-locked character, are among the less developed nations. The exceptions to this rule include European nations like Switzerland, Czechoslovakia, Austria and Hungary. Among the landlocked and underdeveloped nations are Laos and Afghanistan in Asia, Bolivia and Paraguay in Latin America and many African states.

R-T-W Poll Denounced By Labor

WASHINGTON—A phony poll conducted by the "National Right to Work Committee" which purportedly shows that Americans are two-to-one in favor of state "right-to-work" laws has been exposed as a fake by labor and civic groups.

The poll, based on a survey of only 1,025 persons, is supposed to represent the feelings of 190 million Americans—the same Americans who have voted against "right-to-work" laws in every single instance but one whenever they were given the opportunity to declare their real opinion at the polls.

Among the states that have rejected union-busting "right-to-work" thus far are California, Ohio, Washington, Colorado, Idaho and Oklahoma. Kansas, a predominantly rural farm state, was the only state where voters upheld "right-to-work."

The "National Right to Work Committee" has been identified as a front for National Association of Manufacturers, the U.S. Chamber of Commerce and other employer groups. The so-called "right-to-work" laws have brought down wages and labor standards in virtually all the states where they have been enacted.

The INQUIRING SEAFARER

QUESTION: When you are on watch in the winter or cold regions, how do you keep warm? (Asked of members of the deck department.)

Keith Intress: I generally wear thermal underwear and a good swagger jacket with a hooded parka. Actually, when you're standing on the bow in cold weather, you wear anything you can get your hands on to stay warm, as long as you can still move.

Daniel Dean: I keep warm by wearing sufficient clothing—such as thermal underwear and a heavy jacket. My advice is to wear anything that will keep you warm and at the same time is comfortable enough that you don't notice it too much.

Ramon Morales: I wear good clothes that are heavy, like a heavy jacket, a couple pair of pants, warm underwear and a good pair of heavy gloves. If you put on enough clothes, it doesn't matter what you do, you'll be warm.

Ralph Pallidino: Well, I guess the best way I know of to keep warm is to put on plenty of heavy clothes. Then when I'm standing watch as lookout, I think about how hot it gets in the summer and for some reason, I just don't feel as cold.

Charles Bortz: If you protect the ears, nose and the toes, along with good warm outer clothing, you don't feel the cold very much. I wear good heavy clothes, a hat with ear covers and put newspaper in the toes of my sea boots. That keeps my feet dry and they don't get cold so fast.

Hendrey Rucki: I found that if you take your mind off the fact that it is cold, it doesn't seem so cold when you're standing watch. Wear warm clothes—enough but not too many—then think of what the weather is like in the Persian Gulf. That warms it up at least ten degrees.



SPAD

**Seafarers
Political Activity
Report**



GOP MUST CHANGE TO SURVIVE—The Republican Party will have to give up the Goldwater philosophy if it is to survive its election defeat. Samuel Lubell, one of the nation's top pollsters told the International Labor Press convention in Washington. Lubell, who had polled thousands of Americans before the last elections, said, "the American people aren't going to vote our welfare system out." The GOP's only hope for a comeback, he said, is to emphasize reform and improvement instead of radical change.

TRUTH-IN-PACKAGING BILL FACES FIGHT—A report issued by the Senate Antitrust and Monopoly Subcommittee gave an indication of the bitter fight expected to be waged over the "truth-in-packaging" bill. Consumer groups, labor and most Democrats are backing the bill which makes it mandatory for business to tell the truth about what and how much is contained in the fancy titled—king size, family size, etc.—and often partially empty packages, boxes and bottles in which they pack consumer items. Republicans have announced their general opposition to the bill. GOP Senate leader Dirksen has said that making manufacturers tell the truth about what they sell the public is "Un-American." Another GOPer Roman L. Hruska of Nebraska has attacked the bill because he thinks it implies that many businessmen are "corrupt."

STRIFE AND CHAOS SEEN RESULTS OF R-T-W LAWS—The latest voice to join the huge chorus denouncing so-called "right-to-work" laws is John R. Steelman, veteran labor mediator and former White House trouble-shooter. In a recent statement Steelman warned this type of legislation "would set back our progress in labor-management relations by half a century." He asserted that laws forbidding union shop agreements "serve no useful purpose" and will lead to "chaos in our industrial relations." Steelman, who is a former director of the U.S. Conciliation Service and served as assistant to President Harry Truman, declared that the enactment of "right-to-work" laws "inevitably brings strife and bitterness into the highly favorable state of labor-management relations we have achieved." In a statement released by the National Council for Industrial Peace, the labor mediation veteran pointed to the fact that work stoppages set a new postwar low last year. Commenting on this new record, he said, "This, together with the fact that more than 71 percent of the contracts between management and labor contain union security clauses as a result of true collective bargaining shows that the present formula for industrial relations is working well."

LABOR ROUND-UP

The Building Service Employees Union has opened a Chicago regional office to extend direct services of the international union to the midwest. Among the tasks of the new office will be the spearheading of organizing activities and the coordination of local and joint council activities in cities and state capitals. The office will be headed up by Eugene P. Moats, since 1960 the director of organization for the union.

An improvement of air safety standards, collective bargaining goals and a beefing up of the internal union structure were the chief items at the 18th biennial convention of the Aid Line Pilots Association in Miami Beach. ALPA president Charles H. Ruby reported to the convention that the growing use of fast jet aircraft by the commercial airlines has greatly increased the productivity of pilots and co-pilots while reducing operating costs for the air carriers. Ruby said that in future negotiations the union will seek contracts giving the pilot "his fair and rightful share of the increased productivity." The ALP Stewards and Stewardess Division met in separate session during the Miami convention.

AFL-CIO president George Meany will be presented with the "Freedom Award" of the International Rescue Committee at a dinner to be given in his honor on January 27. The award will cite Meany and the American trade union movement for their "service in the cause of freedom through-

out the world." Previous recipients of the award include Winston Churchill and Mayor Brandt of West Berlin.

After 19 weeks on the picket line in one of the longest newspaper strikes ever held, Printing Pressmen of the Detroit Free Press and News reached a compromise settlement with the publishers and returned to work. The strike had been called July 13 when the union and the News failed to reach agreement on the size of crews to man the newspaper's eight new press units. In addition to the manning compromise between the union and the publisher, Pressmen won an \$8.30 weekly wage increase over the first two years of the 45 month contract and other benefits.

Bakery and Confectionery workers at five United Biscuit Company plants across the nation have won a 16 cent hourly pay boost and other major pension and welfare improvements in a new two-year contract. The 2,800 employees affected by the new contract work in plants in Philadelphia, Melrose Park, Ill., Denver, Cincinnati and Macon, Ga.

The AFL-CIO is sending \$5,000 for relief to the victims of the recent floods in South Viet Nam. The money will go to the Vietnamese Confederation of Labor. AFL-CIO president George Meany announced that the money will be sent to the confederation through George Baldanzi, United Textile Workers president who is now visiting South Viet Nam.

To All Hands . . .



Traditionally in our nation, the holiday season now upon us brings families and friends together to enjoy the spirit of the season to re-warm old acquaintances. Seafarers, because of the special nature of their jobs, are not always able to share in the festivities as are other Americans. Scattered on ships roving all the world's seas, they will celebrate Christmas and New Year's in remote parts of the world.

Special holiday meals will be cooked in the galleys and bits of holiday decoration will appear in the foc'sles and lounges. Seafarers who cannot be home for Christmas will not enjoy their Christmas in quite the same way as those who are at home, but in the special way reserved to those who choose a life on the sea.

To them, to their families, and to all those who make up the SIU family, the LOG extends warmest wishes for a Merry Christmas and a Happy New Year.

Statistical Evidence?

The statisticians at Lloyd's Register of Shipping have been at work again, figuring out their annual "Who's Who" of world shipping. What they have proved again is that statistics are best left to statisticians for statistical use. For instance:

According to Lloyd's the U.S. continues to lead the world in total merchant tonnage despite another decrease in the size of its ocean-going fleet during the past year. But to a statistician a ship is a ship whether it plies the oceans of the world with its holds filled with cargo or lays empty and dead in some forgotten backwater. In short, Lloyds includes in its statistics some 10.5 million tons laid up in the reserve fleet, which must be subtracted from the statistical 22.5 million tons on which Lloyds bases its standings.

When this is done the U.S. immediately

drops down to fifth place—and a poor fifth at that—behind England, Liberia and Norway. And the U.S. fleet continues to lose tonnage steadily.

Unfortunately, there are many in Washington who tend to take the same statistical view of the U.S. fleet which Lloyds takes. As the active U.S. merchant fleet shrinks, as more and more American-owned ships are allowed to register under runaway flags, they point to the reserve fleet and say "look at all the tonnage we have available."

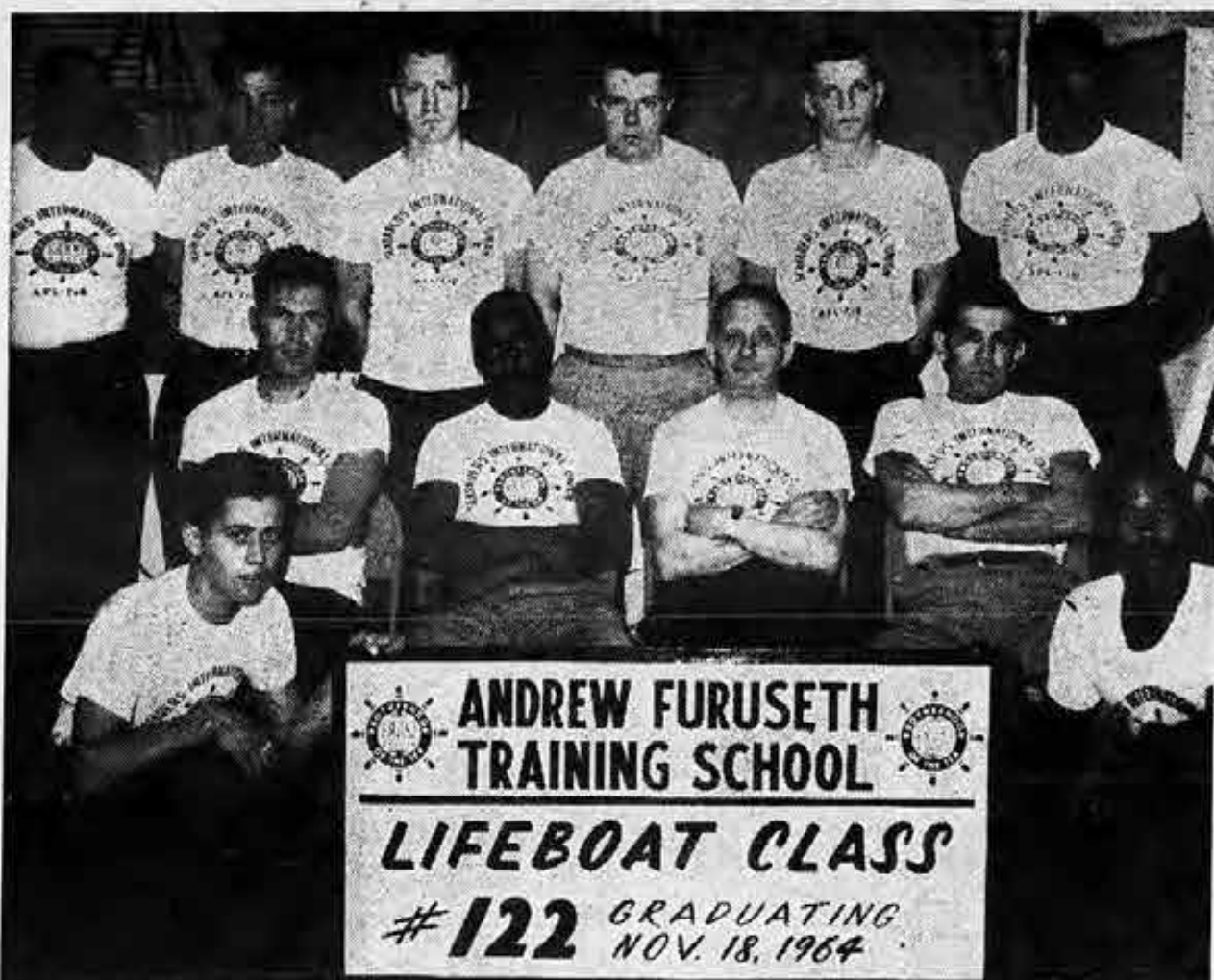
But if the active U.S. merchant fleet is allowed to dwindle and eventually die, who will man this fleet of ghost ships? And what of these reserve ships today! Are they in shape to be thrown into use quickly? How much work and how long would it take to get them in shape again after almost 20 years of inactivity? How many weeks and months of work are necessary to get them in shape? And in what shipyards will they be placed to revive them? The death of shipyards is part and parcel of the death of the active fleet.

The point here is clear. The U.S. reserve merchant fleet is a statistical myth. It exists on paper and in adding machines but not on the high seas, which is the only place where it could count for a hill of beans.

The fleet of American-owned ships flying foreign or runaway flags under supposedly "effective control" is another statistical myth. The scraps of paper guaranteeing these ships for American use in the event of an emergency are neither effective nor do they represent control of any kind. Their availability depends on the whims of foreign governments who are not at all concerned with the security of the United States and could in fact turn against us at the drop of a political hat.

The U.S. is the possessor of a mythical fleet sailing on a statistical ocean. Myths should belong to the past and statistics to statisticians. It is high time the U.S. government faced some facts.

Lifeboat Class 122 Passes Test



Graduating members of Lifeboat Class 122 pose for the LOG photographer after successfully completing requirements for their Coast Guard lifeboat tickets at New York headquarters. The graduates are (l-r, front) Louis Davila, James Elliott; (middle) Paul McMahan, Luther Gadson, Arnold Eagle, J. C. Alvarado; (rear) instructor Dan Butts, Reinaldo Roman, John D. Schlumm, Dennis L. DeSanctis, Thomas W. Parker and James E. David. Not present for the picture-taking session were class members Carl J. DeStefano, Carlos Perez and William E. Parker.

Labor Fights 'Emergency' Immigration Revision

Farm Labor Imports Fought At Labor Department Probe

WASHINGTON—Labor and church groups joined in opposing a move to bring alien farm workers into the United States under an "emergency" provision of the Immigration Act.

There is no shortage of domestic farm workers which cannot be overcome by decent wages and working conditions, witnesses testified at a Labor Department hearing.

The hearing was called to determine what standards should be set for allowing farm workers to enter the country for temporary work. Big farm owners, primarily in California and the southwest, are seeking to use immigration procedures to bring in Mexican labor for next year's crops.

For many years, Mexican workers were imported under the bracero program, which labor charged has kept farm wages at substandard levels. Congress refused to renew the program, and it will expire at the end of this month.

The AFL-CIO Executive Council, at its Nov. 24 session, said it was "appalled" at the effort to use the Immigration Act as a loophole for continuing the bracero program.

"It must not be allowed to happen," the council said. The solution to farm labor shortages, it declared, can be found through higher wages, better housing, unemployment insurance, health facilities and the right to collective bargaining.

Workers Degraded

At the Labor Department hearing, Jacob Clayman, administrative director of the AFL-CIO Industrial Union Dept., contended that "not one alien worker can be admitted for farm work in this country without further degrading the status of our domestic farm workers."

He said any grower seeking to

bring in foreign workers should first be required to actively seek domestic workers, offering them not less than the federal minimum wage, a guarantee of work for a minimum period of time, free family housing and two-way transportation for those recruited outside the local area. Clayman said employers should also be required to bargain with representatives of the workers.

Arnold Mayer, legislative representative of the Meat Cutters, made similar proposals and added: "The fact is that there have been few real efforts made to attract U.S. farm workers. The wages offered have been low and the working conditions miserable . . ."

Test Needed

"The laws of supply and demand have been effectively repealed for the agricultural labor market. There has not been a real test of whether an adequate number of U.S. workers are available because the unlimited supply of

cheap, captive foreign workers has prevented wages from rising to a level where U.S. workers are attracted in large numbers."

The Labor Department hearings moved on to Miami and Dallas, and were scheduled to conclude in San Francisco Dec. 7.

California's Governor Edmund G. Brown (D) has advanced a compromise proposal for a three-year phaseout of foreign farm labor, coupled with an increase in the federal minimum wage, starting at \$1.25 in 1965 and advancing to \$1.70 an hour. California labor, however, has taken the position that the importation of labor should be halted immediately. To arguments that American workers will not do the "stoop labor" required for some farm crops, union spokesmen cite instances where farmers paying comparatively high wages for stoop labor had no trouble finding workers, while nearby grape growers had a "shortage" of workers for easier, but lower-paying, "stand-up" work.

Don't Delay On Heat Beefs

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



By Frank Drozak, West Coast Representative

S.F. Anti-Scab Ordinance Enacted

The San Francisco Board of Supervisors has given final and unanimous passage to an "Anti-Professional Strikebreaker Ordinance" covering the city and county of San Francisco. The law makes it a misdemeanor for a strikebreaker to offer his services, or for an employer to accept them during any legal strike or lockout in the city. It sets the penalty for doing so at \$500 in fines and 90 days in jail.

An interesting feature of the new ordinance is that it defines a "professional strikebreaker" as anyone who knowingly and willingly has worked at a struck firm two or more times during a period of five prior years.

Shipping has been fair during the last period at San Francisco, and from the look of things it is expected to remain about the same. We paid off the Ocean Dinny, Longview Victory and the Del Aires. The Del Aires has been sold to Pacific Far East Lines, and will be crewed by the SUP from now on.

Ships serviced in transit during the last period included the Overseas Eva, Kenmar, San Francisco, Mayflower, Steel Apprentice, and Marymar. During the coming period we expect to see the Elizabeth, Robin Hood, Ames Victory, Montpelier Victory, Steel Architect, Young America and Choctaw.

Oldtimer Charles Burns dropped in at the hall here to say hello to some of his old buddies. Burns is off the Marymar, on which he sailed as AB. Another AB—B. M. Romanoff—registered here recently after shipping from New York for many years. Romanoff says he decided to ship out of California because he heard so much about the fabulous sunny climate. So far though he hasn't seen any sun—just heard about it. It's been pretty damp out here. R. W. Ferrandiz just piled off the Longview Victory after being on her as steward since March making the run to Guam. Now he says he would like to try a run to Japan for a while.

Wilmington

Shipping has been slow here, but we are looking forward to a little faster pace in the weeks ahead. We only had the San Francisco, Fairport and Marymar in-transit during the last period. The Zephyr Hills is still in the San Pedro yard and no date has been set for her coming out.

Oldtimer James Barrett dropped in to cast his ballot in the SIU election and took the opportunity to talk over old times with some of his old shipmates here. James has been on disability pension since 1962. He makes his home now in Southgate, California.

Max Greenwald, who sails as chief steward, dropped in to vote and register. He says he plans to be around until after the holidays, which he will be spending with his family here on the coast. Newal Merrick is ready to go again as AB and is looking for just about anything that floats. Once he makes up his mind to ship, that's it—he grabs the first one out-bound. Merrick spent some time at Reno, Nevada, recently but still has to sail for a living. He says he came out about even money-wise though, and that's more than most guys can say after a trip to Reno. Bill Hart is on the beach right now helping out on the Balloting committee. He reports he is almost ready to ship again after a run of bad luck. He is currently getting S&A benefits from the Union, which he says "sure make the difference" when you have no other source of income. He is easy to recognize because he sits with one eye on the shipping board at all times.

Seattle

Shipping has been only fair here during the last period, but is expected to pick up soon. The last few weeks saw the Norberto Capay and the Seattle pay off. For the coming period we expect the Cathy, Robin Hood, Alcoa Master, Overseas Rose and the Robin Kirk to pay off, which should make shipping pick up somewhat. Two

oldtimers who are on the beach here are Leroy Schmidt and Al Ringuette, who plan to be around until after the Holidays.

Price Index Moves Up In October

WASHINGTON—The Consumer Price Index edged one-tenth of 1 percent higher in October despite a drop in food costs. The monthly Bureau of Labor Statistics survey showed living costs to be 108.5 percent of the 1957-59 average, and 1.2 percent above a year ago.

For workers and their families, the change in the price index meant that the market basket of goods and services which cost \$10 in the 1957-59 period carried a \$10.85 price tag last month. This was 12 cents above October of 1963.

A BLS spokesman said the monthly and yearly change was not inflationary.

As a result of collective bargaining agreements tied to the October price index, 850,000 workers are scheduled to receive one-cent hourly increases. Of these, 725,000 are in the auto industry, 45,000 in farm equipment and 80,000 in aerospace. However, a dip in the price index for Chicago will reduce the cost-of-living allowance for 11,500 transit workers there by one-half cent an hour.

A companion report, on earnings, showed a decline in average wages of factory workers wages during October. The Labor Dept. attributed this to the auto strikes during the month. The take-home pay of the average factory worker with three dependents dropped 80 cents in October to \$92.18. It was still more than 4 percent above last year's level.

The price index showed increases for transportation costs, housing and medical costs. In fact, prices were up slightly in every category except food, gasoline and household appliances.

A drop in meat prices was largely responsible for the lower food costs. The Bureau of Labor Statistics attributed this to seasonal increases in supplies "and anticipation of increased beef slaughter following the end of the National Farmers' Organization withholding action early in the month." Food prices, however, averaged 1.9 percent above October 1963 levels.

Arnold Chase, assistant commissioner of the Bureau, said higher food and car prices are likely to push up the November price index.

THANKSGIVING DINNER

Part of the tradition of Thanksgiving includes a turkey dinner with all the trimmings. Over the years the SIU has added to that tradition by throwing open the doors of Union Halls across the nation on Thanksgiving Day to Seafarers and their families and guests. This year more Seafarer families than ever enjoyed their holiday dinner with the Union. In SIU Halls from San Juan to San Francisco, Seafarers lined up for seconds on the delicious turkey dinner while their romping youngsters came back for thirds and fourths—especially on dessert. This year, more than two thousand enjoyed the annual holiday dinner.



Officials of ILA in Houston (l-r) Henry Cherry and C. King dropped by to join in the holiday festivities.



Seafarer Antonio Molis, his wife and six youngsters were among the holiday crowd at the Houston Hall.



At the Baltimore Hall, an SIU wife and her two daughters partake in their share of the holiday turkey dinner served up at the open house on Thanksgiving day.



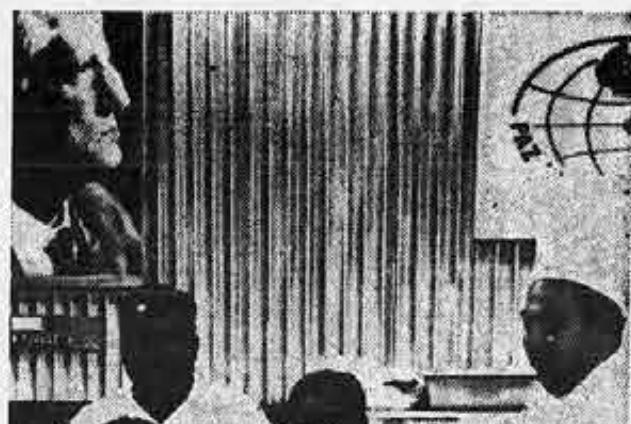
At the New York Hall, children of Seafarers, (l-r) Donna and Joseph Broncaccio and Gloria and Lucille Almojera enjoy the goodies.



Also in the New York Hall, the family of Seafarer Edward Ventura take their place happily on the dessert line.



San Francisco SIU members Leroy Gulley (l) and Willie Toomer pose with guests.



Chef at the San Juan Hall poses with Seafarer family during the sunny holiday in Puerto Rico.



Seafarer Bill Bailey and SUP man Robert Lambert dig in at San Francisco Hall.



This photo shows part of the holiday crowd on hand at the San Juan Hall to enjoy their Thanksgiving with the SIU.

Defeated Right-Wingers Still Stirring Up Trouble

WASHINGTON—Right-wing extremist organizations in the United States were dealt a powerful blow in the November election but, if anything, they may become more dangerous as a result.

One outfit—the Minutemen—already is talking about the necessity for all "conservatives" to join the Minutemen secret underground army for training as "America's last line of defense against Communism."

The post-election issue of "On Target," the organization's official newspaper, declared that "the time is past when the American people might have saved themselves by traditional political processes" and told its readers that it was time for right-wingers to recognize that dependence on the ballot has become futile.

"Among the weak-kneed conservatives," said the paper—which frequently stresses military tactics and guerilla warfare rehearsals—many will be shaking their heads and saying, "we simply must win in 1968." I hope the readers of this newspaper are not naive. We are not going to have a free election in 1968.

Nor are other right-wing groups, many of which depend financially on the violence with which they attack liberalism, showing any signs of accepting the election returns and retiring gracefully.

An analysis of right-wing reaction to the election results, made by Group Research, which follows right-wing activities closely and critically, warns that the extremists aren't going out of business.

"In fact," Group Research reported, "the far-right showed a new high water mark in political activity and is now free to go back to its same old game of reaction, attack, suspicion, organization and division. After all, the right-wing works every day, not just at election time . . ."

Group Research drew the fol-

lowing conclusions:

- Extremism as a major political issue has been soundly defeated.

- There will be a resurgence of conservatism, if not extremism. Far-right groups, instead of conceding an overwhelming defeat, are pointing to the 26,000,000 votes that Goldwater got as proof that the conservative viewpoint is widespread and can serve as a base to build on. Young Americans for Freedom in Cincinnati, for example, already have announced a \$15 million fund drive to be used for right-wing propa-

ganda on television.

- The right-wing took over in the Republican party far more deeply than most people realize. Goldwater followers with far-right connections have obtained important posts and have no intention of surrendering them.

- The "dirty" tactics so common during the campaign are likely to continue. "With few exceptions, these tactics will continue substantially," Group Research concludes, "for they are the tactics of the far-right more than of this specific campaign between Democrats and Republicans."

U.S. Seeks To Save Rare Fish Species

WASHINGTON—The U.S. Department of the Interior is seeking the help of the nation in an effort to save from extinction some helpless victims of progress—about 50 kinds of fish, birds and animals.

Among the many species in danger, for instance, is the Atlantic salmon, which now can be found in limited numbers in only eight Maine streams—where once it had been an important commercial and sport fish.

Other groups of fish, birds and animals have already vanished completely from the U.S. in the past 150 years, and cooperation is needed to prevent the list from growing.

The California condor, for instance, the biggest soaring land bird in the U.S. which once inhabited the entire Pacific coast is now confined to an area around the southern Sierra Nevada and the

coast ranges of Southern California, with only 40 or 50 of the 20-pound birds with 10-foot wingspreads still in existence.

The black-footed ferret, a large weasel with black feet and face mask is also dropping from sight in the Great Plains and the Rockies. Prairie dogs, the weasel's natural prey, also have been greatly reduced in numbers with only a comparative few in the Dakotas and Nebraska.

The plight of American wildlife has been explained by the fact that as the U.S. expanded over the years, virgin land was turned into farmland and oil wells and dams were constructed, destroying swamps, free-flowing streams and tall-grass prairies needed for wildlife survival.

Interior Secretary Stewart L. Udall is asking national and international agencies to cooperate in the "Save the Wildlife" campaign. He has forwarded a list of threatened wildlife to conservation groups and individual experts in all sectors of the country.

River Dredging Seen Spurring Chicago Trade

CHICAGO—The quick pace of work on the Calumet River dredging project may mean an increase of foreign commerce in this port sooner than expected, maritime officials are predicting optimistically.

The \$1.7 million job of linking Calumet Harbor to Lake Michigan with a deep seaway channel is proceeding at twice the anticipated pace, the Army Corps of Engineers has announced. The work, begun last July, is reported to be almost half completed.

On December 8, bids were opened on two more projects to develop a usable 27-foot ship channel into Lake Calumet harbor in time for the 1966 seaway shipping season. Port officials are now said to be optimistic about the channel opening at that time. The Army Engineers, more cautious, are officially counting on finishing the job a year later.

Your SIU Clinic



By Joseph B. Logue, MD, Medical Director

Apples Among Healthiest Of Foods

The old adage "an apple a day keeps the doctor away" may have more virtue than we have generally considered. Modern scientists have confirmed what our ancestors accepted as a matter of faith—that apples are among the healthiest of foods. Other health values of the food element in apples are still being brought to light according to Health Bulletin.

Four researchers report in the current issue of Science that pectin—a substance which apples contain in liberal quantity—will cause the retardation of atherosclerosis when fed to chickens susceptible to hardening of the arteries. Carried out over many months, the experiment left little doubt that the health of the birds was improved by the pectin diet. Strangely, the chickens fed pectin had more cholesterol in their blood than the control group, but less atherosclerosis. In contrast, experiments with pectin diets for rats and human beings have shown lowering of cholesterol values.

The potent ability of apples to promote tooth health is another fairly recent discovery. In 1958, Drs. Slack and Martin reported in the British Dental Journal that children fed apple slices after meals enjoyed a significant reduction in dental decay and improvement in gum health. They attributed the results not only to the mechanical scouring of the tooth surface by the apple fibers, but to increased flow of saliva.

Even more intriguing health benefits from apple eating were revealed by a study conducted in 1960 and 1961 involving over 400 students of the University of Michigan. These volunteers were given several apples a day to eat. Their health was observed over a period of a year and a half of apple eating, and was compared with the sickness record of the student body as a whole.

Upper respiratory infections were about 30 per cent lower among the apple eaters. But most striking was the increased ability of the apple group to stand up to the nervous pressure of college life. They made less than one-sixth as many calls on the college health service for tension-pressure phenomena as the student body as a whole.

Despite the instinctive belief that apples are good for you, consumption has been declining steadily in this country for the past several decades. Every year the average American eats one pound less of apples than he did the year before.

Health Bulletin's article in the November 7 issue revealing that it is a common practice to sell meat from four-legged experimental animals through normal channels has evoked considerable response. Ninety-seven people have written to the Department of Agriculture protesting new regulations which would allow the continued sale of such meat to unsuspecting consumers.

Representative Leonard Farbstein (D-N.Y.) called the attention of the Meat Inspection Division to the Health Bulletin article, saying "The situation should be rectified and labeling . . . required" if the Health Bulletin article is true.

'Transport Fever' Hits New Congress

WASHINGTON—Expectations of increased activity in the field of transport legislation have been raised by the many new faces in the soon-to-convene eighty-ninth Congress and by the many gaps opened on key Senate and House Committees by the Democratic landslide in the recent election.

Changes in the key committees will be unusually large during the coming session of Congress. The House Commerce Committee for example, will have eight new faces among its 33 members. The House Merchant Marine Committee will have four new members out of 31; House Ways and Means four out of 25; House Labor five out of 31; House Rules two out of 15.

Most important in the expectations of increased Congressional activity is the size of the Democratic election gains, which could cause a shift in the ratio of committee seats assigned to Democrats and Republicans with more Democrats sitting on critical committees.

In addition, the Presidential Task Force on Transportation has submitted its report to the President, which could further increase transport legislation during the next session of Congress. Headed by an economist, the task force was reportedly given a "free hand," leaving the "political practicality" of its proposals up to the President. It must be noted however, that no outside views from transport interests were sought by the task force.

With this "transport fever" in

the air, many additional proposals are expected to come from regulatory commissions and other Government departments, from transport groups and from many members of Congress.

SIU Company Makes 1st Call At Sacramento

SACRAMENTO—The President Harding recently became the first vessel of the SIU Pacific District-Contracted American President Lines to call at this inland California port. Sacramento Port Authority officials sponsored a harbor welcome and held receptions in honor of the cargo liner's visit.

The President Harding is a recent addition to the APL fleet and recently completed her maiden voyage. It was purchased with another vessel for temporary service while the company awaits delivery of three new Master Mariner type cargo liners. The 23,000 ton vessels will be among the fastest, largest and most highly automated in the U.S. merchant fleet.

Japan's Business Boom Keeps 'Office Flowers' Blossoming

TOKYO—Like so many other hallowed traditions, the Japanese business custom called "changing the office flowers"—periodically firing office girls in order to hire a new and prettier crop—has begun to wilt in the face of this booming country's continuing labor shortage.

A few short years ago, Japanese office girls were expected to do little more than pour tea for the boss and his callers and add a decorative but mostly useless female presence to the world of business. Today, because of the exodus of Japanese men to higher paying jobs in industry and the general modernization of offices here, women are expected to pull their own weight, manning typewriters, calculators and other business machines.

The girls have shed the blue smocks that used to be the uniform of the female office worker and are now shopping for stylish, western frocks to wear to work.

The growing number of women in the labor force—now amounting to 31 percent of the total working populace—has created, naturally enough, a shortage of menial and domestic workers. Japanese women who once had no future beyond that of working as maids are now going into business and industry.

Only a meager 808 of the 410,000 girls who graduated from the Japanese equivalent of junior high school last year chose to go into domestic work. The middle and upper class families who employ domestic help are feeling the pinch. A female writer in a Japanese magazine wrote recently: "In four or five years, I think Japanese wives won't be able to hire housemaids at all."

With women going into higher paying jobs, the wage gap between their salaries and those of Japanese men is steadily narrowing. Though men still earn about twice as much as the women, the difference is lessening at a rate of about two percent annually.

Another fact surprising for Japan is the large number of married women who continue to work after they have had their first child. The former custom, as with women of most countries, was for the working female to retire from the work force once she was married and had children to raise. Current reports indicate that women are staying on the job, the reason for this due in part to the rising cost of living in Japan.



Participation in all Union committees concerned with Union business is a right of all Seafarers. Union committees, for which any Seafarer may nominate himself and run, are elected off the floor at membership meetings. In photo at left Seafarers are shown electing a Union committee from among the various candidates for the posts.

ACTIVE participation in the affairs of their Union is not only a basic right of Seafarers—but is an obligation as well.

The exercise of his rights as an active Union member is important not only to the individual Seafarer, but to the Union as a whole because through the maximum participation of all hands the Union better reflects the wishes of the membership, and is therefore a stronger Union.

Among the rights which Seafarers should exercise at every opportunity in order to maintain a strong and effective Union are:

- The right of every Seafarer to nominate himself and to run for any elective Union office.
- The right to nominate himself and run for any elective Union committee, such as negotiating committees, balloting committees, credentials committees, tallying committees, financial committees and the various other committees concerned with Union affairs.
- The right to take an active part in shipboard affairs by running for any of the shipboard delegate posts.
- Seafarers should always be conscious of another important right, that of having his say and voicing his opinions on any matter of Union interest, in both shoreside and shipboard meetings.

Right now, Seafarers are urged to exercise the all-important right to cast their secret ballot in the current election of Union officers. The two-month voting period ends on December 31.

The exercise of their democratic rights by all Union members is the best way to insure continuation of strong and effective Union representation. This is the right and obligation of all Union men.



In photo above, Seafarer casts his secret ballot in Union election, exercising one of the basic and traditional rights of Union membership.



Expressing their views on Union affairs is the right of all Seafarers in Union shoreside and shipboard meetings, as in the ship's meeting shown above.

Seafarers International Union
Atlantic, Gulf, Lakes And Inland Waters District

AFL-CIO Official Calls R-T-W 'Great Fallacy'

Union Shop Cited For Aiding Both Workers And Employers

ALLENTOWN, Pa.—Employers who try to weaken unions through so-called "right-to-work" laws are victims of "one of the great fallacies of our time," AFL-CIO Secretary-Treasurer William F. Schnitzler warned.

It's harder, not easier, for employers to deal with a weak union, Schnitzler told the Lehigh Valley Chapter of the Society for Advancement of Management at a meeting recently. "If you want a hell-raising union, a union that will keep you up late at night and wake you up

early in the morning," Schnitzler said, "just take the 'right-to-work' line. That's what you will get, and that's what you will deserve."

The AFL-CIO spokesman stressed that a union shop is "good for the employer" as well as for workers.

"A union shop contract," he said, "relieves the union leaders and the active union members of one great anxiety—anxiety over the union's survival. With a union shop there's no danger that the employer and his agents can weaken the union's strength by discouraging membership."

The "most progress" towards joint union management cooperation on mutual problems has been made in industries and trades where unions are strong and secure, Schnitzler pointed out.

He told the management group: "A strong union, secure against employer subversion, can afford to be statesmanlike. It can afford to take the broad view . . . to gamble on the present in the expectation of a better future."

On the other hand, Schnitzler warned, "a weak union in an open shop can't take chances. Simply as a matter of self-preservation, it must take the position that the boss is always wrong. Faced with challenges and recruiting problems, it has to express the maximum militancy on every question. 'Statesmanship' becomes an epithet for ex-officers."

The AFL-CIO secretary-treasurer termed it surprising that the proposals to ban the union-shop would even be seriously discussed in Pennsylvania.

Generally, he said, "what is known as 'right-to-work' has been most popular where there are fewest organized workers and the fewest employers having union contracts."

"In short, the less you know about unions the more you lean toward 'right-to-work.'"

Union organization "means the union shop," Schnitzler declared. He said any employer who opposes the union shop is "basically anti-union."



Additional Duties Of Delegates: Handling Beefs Intelligently

A ship's delegate has the key job of looking after the interests of Union members who sail with him. We have been publishing a series of columns with important information and advice that is designed to help ship's delegates handle their jobs as smoothly as possible. In the last issue of the LOG we covered such topics as the importance of the Union education program on shipboard, the proper handling of members' beefs and the necessity of cooperation between delegates and crewmembers. In this, the concluding column in this series, we consider:

The suggestions outlined in this column, if allowed, will very often prevent beefs. At least, they can help keep them at a minimum. But supposing you already have a beef. What actual steps should you take in handling it?

Just to show you how simple the procedure is, let's take a specific case. One on overtime would be good, since this type of beef occurs fairly often.

Suppose a crew member has been ordered to do work that he considers to be outside his routine job and makes out an overtime slip (in triplicate). He puts it in within the allotted time and the department head disputes it. The man is then to turn his beef over to his department delegate who will approach the department head and attempt to settle it. Here a good, resourceful delegate can do a good job not only of settling the beef, but clearing the atmosphere with the department head so the same beef doesn't come up again later.

But if he is unsuccessful in settling the beef, he then turns it over to the Union representative who comes aboard and together they attempt to settle the matter with the department head. The delegate's presence helps in two ways: 1) he gets first-hand the method the Union representative uses to settle the matter, and, 2) he's on hand to give the full story of what took place.

But if these steps are unsuccessful, the beef is then taken ashore by the Union representative and the matter is taken up in a meeting with the company.

If this procedure is followed with every dispute, the delegate is fully aware of the problems that exist on the ship and can give the Union representative a full and concise report of the exact situation aboard ship when he comes aboard. It saves time if the patrolman doesn't have to get ten different beefs from ten different crew members. Besides, by channeling all beefs through the delegate, the officers will be more inclined to respect and work with the delegate.

The best policy to follow is to let the delegates and the Union representatives handle the problems. The whole works will be slowed down and confused if all hands start hollering and talking at once.

Sometimes Diplomacy Pays Off, Too

You'd be surprised at the results you can get in presenting a beef if you sail into the situation on an even keel. Remember, you're trying to show that something is logically due a man in your department. How you present your case is important. The guy who said you can catch more flies with honey than you can with vinegar wasn't shooting blanks.

If you're headed for the skipper's or department head's quarters, show them the same courtesy you'd expect from them if they were coming to your room. By barging in, you're just chalking up two strikes against yourself before you even open your mouth.

When you get down to the issue, talk in a normal tone of voice. And stick to the matter at hand. In 99 cases out of 100 you'll get twice as far as you would by shouting and cursing.

Most licensed guys are union men. And we always treat a union man as a good union man—that is, until he shows he's not.

No advice to delegates would be complete without a word on anti-union disrupters. These disrupters are usually misguided guys who think they are helping the company or themselves by spreading rumors aimed at hurting the union, its membership and officials. Alert members will nail these guys' lies on the spot.

This doesn't mean that criticism is not welcome. Constructive criticism is not only a healthy thing, consistent with our democratic procedures, it is necessary for a better union.

The place for all criticism is out in the open—at the shipboard and membership meetings ashore, where all can hear.

All in all, a delegate's job is mighty important. A delegate holds the important post of representing the union on the ship and making life more livable for all—and that's what we are all after in the long run. A good delegate usually means a happy ship.

Good luck and smooth sailing.

Anti-Scab Law Stings Frisco Scab-Herders

SAN FRANCISCO—An anti-scab ordinance recently enacted by this city's Board of Supervisors is already bringing a stream of anguished cries and tears from employer groups affected by the new ordinance.

The ordinance, which has the complete backing of Bay area labor, forbids employers from hiring professional scabs during strikes. A fine of \$500 and a 90-day jail term for violation of the ordinance is applicable to both the employer and his hiring.

The ordinance describes a professional strikebreaker as a person who has offered himself for work during a strike or lockout at least twice in the five years preceding a current offer. It goes on to further describe strikebreakers as "generally of unsavory character and accustomed to association with undesirable elements." Their use, the ordinance says, is "harmful to our citizens and threatens the public peace."

The need for the law grew out of an 11-month strike by San Francisco's printers in 1963. Management fought the strike by bringing in herds of professional scabs—outlaw printers who earned their living by scabbing in strikes from coast to coast. The publishing industry has long engaged in the business of scab-herding, a practice so discredited it was abandoned by most industries years ago.

Ignoring the situation which created the need for the law, the publicity men for the management groups are now conjuring up pictures of grocers, gas station operators and other small businessmen they claim will suffer from the law.

When the employers say that a grocer, for instance, can be prosecuted for employing members of his own family during a strike, they conveniently avoid the fact that the law is aimed solely at the professional scab who has engaged in scab work at least twice in the preceding five years.

Meanwhile, the scab herds which infested San Francisco last year have gone on to other, more hospitable pastures. Their grazing is getting thinner, however, as more and more municipalities add anti-scab laws to the books.

Seek Replacements For 'Wire-Draggers'

NEW YORK—For the past 20 years underwater obstructions in the navigable harbors, bays and waters along the Atlantic Coast have been charted by two wooden craft called wire-draggers.

Working together like a well-matched team of horses, the wire-draggers Wainwright and Hilgard have charted rocks, sharp ledges, coral formations, wrecks, etc., for the U.S. Coast and Geodetic Survey. The information is then forwarded to the Army Corps of Engineers for possible removal or for inclusion on maritime charts.

But, like the old gray mare, the Wainwright and Hilgard ain't what they used to be. The two old wooden vessels have become obsolete—their engines are wearing out and their other equipment is showing its age. The Maritime Administration is looking for replacements so the Wainwright and Hilgard can be turned out to pasture. Bids have been invited from U.S. shipyards for a pair of larger, stronger, better equipped replacements.

Like Minesweeping

Wire-dragging for peacetime maritime charting is similar to the method used in wartime to locate and remove enemy mines planted in ship channels leading to major ports.

In peacetime wire-dragging, two craft tow a wire stretched out between them at a specified depth, usually from 35 to 50 feet. To maintain its depth the wire is hung from buoys which are attached at regular intervals. When the wire encounters an underwater obstruction it gets "hung up" on whatever is in its path. When this happens the two wire-draggers are pulled toward each other as the wire takes the form of a giant "V." Once this happens the type of obstruction can be decided by soundings and other means.

Although basically a very simple device, wire-dragging is about

the most efficient method of locating obstructions that might escape the most sophisticated instruments used in standard hydrographic surveys.

MA Surveying Japanese Ship Building Costs

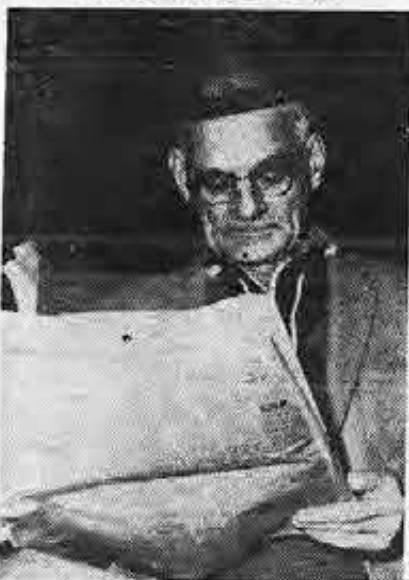
WASHINGTON—The Maritime Administration has paid \$18,500 to a private company for a study and cost estimate on the building of an American-designed ship in Japanese yards.

The study is part of a continuing program by the MA to help set construction differential subsidies by comparing domestic and foreign ship construction costs. Construction differential subsidies are paid by the MA to make up the difference in costs to American ship operators between building vessels in low-cost foreign yards and in U.S. shipyards.

The MA conducts periodic surveys to determine the shipbuilding costs in the cheapest foreign yards. The agency however, has proposed a new system for comparing U.S. and foreign costs for construction differential subsidies. It has proposed to stop using the single lowest cost foreign yard as a means for comparison.

Instead, it would use the average cost of five foreign shipyards to compute the subsidy. This would make the U.S. and foreign shipbuilding costs closer together and, consequently, would mean higher outlays by U.S. ship owners as the government subsidies are reduced.

Catching Up



Veteran Seafarer Jerry E. R. Hauser catches up on the latest shipping news while he waits for a job call in New York headquarters. Hauser last sailed as an electrician on the Steel Apprentice (Isthmian).

Aging World War II Ships Still Playing Important Role

World War II built ships are still playing an active role in the merchant fleets of the world despite the fact that many of them are reaching the 25-year age mark and have had hard and continuous service.

Liberty ships are still commanding prices around the \$260,000 level from mostly foreign-flag buyers, and C-2s are bringing about \$600,000 on the world market.

Among the leading buyers of the Liberties are Hong Kong and Taiwan shipping interests. Other types of ships that are moving at a good clip in the world market are 14,000 to 15,000 ton turbine steamships, selling for about \$1.1 million, and moderate-sized tankers for charter to the big oil companies.

Meanwhile, U.S.-flag operators are continuing to take some advantage of the Maritime Administration's Ship Exchange Program. Under the program, American operators can trade-in old and tired vessels for more efficient types laid up in the Reserve Fleet.

Seaway Finishes Busiest Season

DETROIT — The St. Lawrence Seaway finished out its busiest season in history on November 30—a season that saw a whopping one-third rise in total cargo tonnage over the 1963 season.

Seaway officials said it would take at least 10 days beyond the closing date to clear all ship traffic along the length of the passage and put the huge operation to sleep for the winter.

Many ship operators have been arguing for a later Seaway closing date—by two or three weeks at least—but Seaway officials have maintained that any extension of the season would be dangerous. There is no assurance, they warned, that overnight icing conditions would not sweep away the buoys that mark channels and make the operations of the locks unsafe.

The shipping officials had predicted that at least another 500 ships would have used the Seaway if it stayed open several weeks more. They were seeking to add to their already record tonnage figures. By closing day 6,655 vessels had moved a total of 38.5

million tons of cargo on the waterway. The figures for last year were 6,087 ships and 29.2 million tons of cargo.

Heavy purchases of U.S. and Canadian wheat by the Russians accounted for a large part of the increased tonnage. Shipments of Canadian iron ore to U.S. Great Lakes ports also played a large part in the boost.

A running competitive fight between Montreal, an all-year-round port, and Great Lakes ports is said to be at the root of the battle over extending the closing date. Montreal interests favor closing the Seaway on time since it ends competition by other ports during the winter months. Ports on the Lakes, on the other hand, would like to see the Seaway stay open year-round so that transiting ships would sail right past Montreal on their way to the Lakes.

Lawmakers Blast U.S. Ruling Permitting Foreign Fish Sale

Massachusetts Senators Leverett Saltonstall and Edward Kennedy and a score of local legislators have joined the SIU Atlantic Fishermen's Union in blasting a recent U.S. Bureau of Customs decision threatening the livelihood of Atlantic coast commercial fisherman and others in coastal areas of the United States.

The ruling would permit fishermen of any country to sell fish caught within three miles of any land in the world at American ports. "We will accept and allow to be landed on American shores any fish caught within the three-mile limit," the Bureau has ruled.

The wave of protests was touched off by the SIU Atlantic Fishermen's Union, immediately following the decision by the Bureau of Customs.

James Ackert, president of the union, said one Canadian shipowner has already been given permission to unload his catches in New Bedford and Lubec, Me., and others will follow the same procedure.

"This ruling opens the doors for Canadian fleets to move into our market with cod, haddock, scrod, tuna and swordfish," asserted Ackert, adding: "We can't compete financially with their fully government subsidized operation." Ackert said that the union will seek to have the decision reversed.

The union president pointed out that the new open-door policy will also open southern ports to Mexican and South American fishermen and West Coast ports to the Japanese.

"All these foreign fishermen will make their catches off their own or other shores and run the fish into U.S. markets and undersell us," Ackert warned.

He further predicted that the Russian fishing fleet, which has been operating more and more off American shores in recent years would pose a small threat as far as bringing their catches into U.S. ports.

"They're not looking for new markets," Ackert explained. "Their

biggest problem is finding enough fish to meet demands at home."

But Canadian and Japanese fishermen, he added, are eager to find new markets and will bankrupt American fleets if they are allowed to take over markets here.

Ackert revealed that the Atlantic Fishermen's Union has appealed to

congressmen of all the coastal states for support in getting the customs ruling overturned.

If need be, he said, Atlantic fishermen will travel to Washington to deliver a mass protest "against an action which could be disastrous to the economy of the American fishing industry."

Shipbuilding Decline Hits Great Britain

LONDON—Great Britain, which has traditionally been one of the world's major shipbuilders, is beginning to be confronted with some of the problems that are plaguing the

ailing U.S. ship construction

industry. Faced with the prospect of inactive ship yards, newly elected Prime Minister Harold Wilson has announced his Labor Government will set up a committee to investigate Britain's shipbuilding business.

Observers report that most of the major shipyards in the country have enough work to keep them busy for two years. However, orders for new vessels beyond that time are becoming increasingly scarce.

It has been announced that a minister from the Board of Trade is planning to visit Japan and Sweden, countries which are giving Britain a hard fight for shipbuilding business. The purpose of the visit will be to check such factors as managerial efficiency, construction techniques, steel prices and the question of hidden subsidies to

see which is giving the advantage to Britain's competitors.

The Government's inquiry came on the heels of an announcement that the Peninsular & Oriental Group, which operates one of the largest fleets in the world, had placed orders for three bulk oil carriers in Japan, and only one order for another carrier in Britain. Officials of the company said the Japanese had been given the construction contracts after submitting the lowest bids.

British shipbuilders are carefully watching the Government to find out if they might receive state aid. One plan the Government is known to be considering is known as the "scrap and build scheme." Under this plan ship operators who scrapped their older tonnage and placed orders for new ones in British yards would be eligible for cheap Government loans.

The world surplus of shipping, however, does not make this idea too attractive to shipbuilders. Operators of small ship construction firms are especially worried about hints of the possibility of a planned contraction of their industry.

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

By SIDNEY MARGOLIUS

Look For Value In Xmas Gifts

You can get the most for your money this Christmas by selecting gifts of special value this year. Keep in mind that prices of gift items are highest early in December and that more price-cutting sales show up in mid-month.

SWEATERS: We nominate sweaters as an outstanding gift buy this year for any member of the family, because of the attractive styling now available, the improvements in washability and the currently reasonable prices.

Two types of machine-washable sweaters are available: the now familiar acrylic fiber (like Orlon) and the newer blend of wool and polyester (Kodel, Dacron, etc.). The blend of 65 per cent wool and 35 per cent polyester provides a sweater that is not only machine washable and dryable, but warmer and more resilient than synthetic fiber sometimes is by itself. However, the wool-and-polyester sweaters, often cost \$2-\$3 more than the all-synthetic like Orlon. All-wool sweaters also cost less than the wool-and-polyester, but most of the moderate-price ones do require hand washing.

SCIENCE MATERIALS: There is a dearth of good science toys this year. Some of the commercial manufacturers quit manufacturing science-type toys because they took a bad financial beating on them last year, and are concentrating on war toys and monsters. Unfortunately, the commercial science toys were expensive and sometimes had more attractive packaging than genuine science content.

The "Book-Lab" sets have become a standard item for children interested in science and nature. The sets include a book and materials to perform the experiments described. Among the most popular are "Seeds," "Map Making" and "Magnets." Others include "Chemistry," "Jets and Rockets," and "Mathematical Shapes." These have a list price of \$3.95 although some retailers sell them for a little less.

At \$6.95, Brainiac K-25 includes a book and parts to make a simple circuitry set demonstrating the principles of digital computers. These sets are available in stores, or you can get a brochure describing them from Grosset & Dunlap, 1107 Broadway, New York, N.Y.

Another standard source for science materials and optical goods is the Edmund Scientific Co., Barrington, N.J., 08007. This company will send a catalog listing optical goods, arts and crafts, construction

items, magnets, magnifiers, weather instruments, science projects and many other materials.

PLAY MATERIALS: Creative Playthings, Inc., one of the major suppliers of playthings and equipment for nurseries and schools, also offers an "economy" catalog for families. This shows durable playthings favored by educators, but simplified and with less detail to bring down the cost. The catalog itself is a helpful shopping guide to selecting toys by various age groups, from infants and toddlers, to grade-school children.

The large wooden blocks and building shapes are standard, durable playthings. But of special interest for infants and toddlers are giant foam rubber building blocks. Transportation and wheel goods also are a lasting group of playthings emphasized by educators in buying equipment for schools.

The economy catalog is available from Creative Playthings, Inc., Dept. L, Princeton, New Jersey 08540.

UNION DOLL, PUP: The Union Label and Service Trades Council of Greater New York again is offering its specially-priced Miss Union Maid Doll for \$1 plus 35 cents for mailing (postage prepaid in dozen lots). This is a miniature doll dressed in a satin ballroom gown. Another offering by the Council is Pete, the Union Label Pup, a stuffed bulldog type covered in rayon plush and machine washable. Pete costs \$2 plus 50 cents for mailing (dozen lots prepaid). The Council's address is 20 East 15th Street, New York, N.Y. 10003.

BOOKS: We cannot list here all possibilities but only a few of the newer books that have special interest. Some stores offer discounts from the prices listed here.

Among these, for children, are "The Cat in The Hat Beginner Book Dictionary" by P. D. Eastman, ages 4-8, \$2.95; "Now You Can Read to Yourself," stories selected by the Child Study Association of America, ages 7 and up, \$2.75; "America and Its Presidents," by Earl S. Miers, ages 10-14, \$4.95, and "Samuel Gompers, Labor Pioneer," by David F. Selvin, ages 10 and up, \$3. The "Sam Gompers" book has been widely recommended in the labor press for its simple explanation for children, of trade-union principles. It is published by Abelard-Schuman, 6 West 57th St., New York, N.Y.

Huge Fishery To Be Opened

MOGODISCIO, Somalia—One of the world's most fabulous fishing grounds, untapped until now because the people who live near it do not particularly like to eat fish, will begin to yield up its bounty soon.

The waters of the Indian Ocean and Gulf of Aden, known to Seafarers who have transited the Suez Canal, are literally alive with fish. Tuna abound in the Gulf and other types of fish are almost uncountable. The Somalis, who live along the shores of the rich grounds, are a pastoral people who tend to their flocks and seldom go to sea. They never developed a taste for fish, so that the vast treasure off their shores has been virtually untouched.

Two American fishing concerns, however, have joined hands with a specially created Somali company to build a frozen fish plant on the coast. A large part of the cost of the plant is to be underwritten by U.S. and Somali government loans.

The actual fishing will be done by local inhabitants using canoes and small power boats. The visible supply alone insures the success of the venture.

AFL-CIO Helps Develop African Trade Unionism

WASHINGTON—The AFL-CIO is expanding its efforts in helping Africans build free trade unions and strong economies.

In cooperation with labor unions and governments in Africa, working with the U.S. labor movement, the newly-

formed African - American Labor Center will help develop economic and social projects in Africa to upgrade individual skills, increase job opportunities and raise the standards and conditions of workers.

The first project under the center will be a motor drivers school in Nigeria, scheduled to open next month. Courses in English, as well as safe driving and repairs will form the core of instruction, which is directed at helping to provide a pool of skilled workers for the country.

A Tailoring and Cutting School established with AFL-CIO assistance in Kenya two years ago is proving very successful. To date, 120 have completed the tailoring and cutting course with 75 percent of the graduates passing the government "trade tests," which qualify them for higher pay rates.

More than 500 applicants are seeking admission to the school, but limitations of staff, equipment and facilities will make it possible to admit only 65. The school has been awarded a contract for government uniforms, which, it is hoped, will help the school finance itself and perhaps even extend scholarships to young African men and women.

Many of the African nations are developing vocational education, but because of financial and technical limitations, they aren't able to mount the kind of effort that is needed. The support of voluntary groups such as the AFL-CIO is helping these new countries overcome these obstacles.

Student Aid

Another AFL - CIO project aimed at aiding the growth of strong, democratic trade unionism in Africa is the AFL-CIO African Student Summer Placement Program which has made approximately 1,200 jobs available to Africans studying in the U.S. during the last four years.

The program was established in 1961 with a three-fold purpose: to provide employment opportunities to African students, to acquaint African students with some of the guiding principles and procedures emphasized by democratic trade unionism, to provide mutual experience and understanding among the trade unions concerned and the African students employed.

With the program in its fourth year, 28 AFL-CIO national centers, 37 affiliates, three central labor bodies and the AFL-CIO headquarters have participated. In addition, C.A.R.E., International Feature Service, Group Health and Myopia Research Foundation have joined.

This past summer, students from the following countries were placed: Cameroon, Congo - Leopoldville, Ethiopia, Kenya, Liberia, Mali, Malawi, Nigeria, Northern Rhodesia, Sierra Leone, Southern Rhodesia, Tanganyika, United Arab Republic, Gambia and Uganda.

Some of the students have been sponsored by their governments, but the greatest emphasis in the AFL-CIO placement program has been jobs for unsponsored students. These are in the greatest need.

What the program is accomplishing was illustrated in a letter recently received by AFL-CIO President George Meany from one student who wrote:

"My country, Kenya, is presently trying to cultivate and develop the institutions which would enable it to emerge systematically and peacefully to join the Republics of the Free World.

"To achieve this aim, the country requires trained citizens to shoulder the responsibilities which the task of nation-building demands. We are, therefore, grateful that the AFL-CIO has been kind enough to offer many of us the privilege of receiving this kind of training."

The five-year project was born out of the long and frustrating effort by the Navy to locate the nuclear submarine Thresher which disappeared in the waters off Cape Cod last year. The tragedy and its aftermath proved to the Navy that it still had much to learn about the deep recesses of the ocean.

The exploration plan was revealed by Assistant Navy Secretary Robert H. Morse to a gathering of government and industry executives. He said the project will get underway in fiscal 1966 with a beginning budget of \$28 million.

The first stage of the project will have as its goal the development of methods and equipment for exploration, salvage and rescue operation at great ocean depths.

Morse said the exploration of the ocean's floor would prove just as great a challenge as the exploration of space.

"Just as our country recognizes the need to put man on the distant moon," he said, "it must also recognize the need to put men on the nearby ocean floor."

Under the first year program, 13 undersea craft, many capable of attaining depths of 20,000 feet, will be built. The first of the craft to come out of the shipyards will have operating depths of 6,000 feet.

The world's oceans cover more than two-thirds of the earth's surface, with 98 percent of all ocean bottoms almost four miles down.

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

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

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

Eastern Air Lines
(Flight Engineers)

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

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

Stitzel-Weller Distilleries
"Old Fitzgerald," "Old Elk"
"Cabin Still," "W. L. Weller"

Bourbon whiskeys
(Distillery Workers)

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

Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)

(Typographers, Bookbinders)
(Machinists, Stereotypers)

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

Best Wishes For Pensioner



SIU pensioner Santiago Pena (left) receives hearty congratulations along with his first Union pension check from SIU rep Joe DiGeorgio at New York headquarters. A veteran member of the engine department, Pena last sailed aboard the Puerto Rico (Motor Ships of Puerto Rico). He plans to live with his family in Queens, N.Y. and enjoy himself hunting and surf fishing.

U.S. Labor Training Aids South American Unionists

WASHINGTON—The eighth labor training class of the American Institute for Free Labor Development has been graduated, and with the ceremonies came announcement that the program is being widely extended in Latin America.

The graduating class of 38 in Washington brought the number trained here to 292, while more than 6,500 leaders will have been trained in Latin American institutes by the end of the year. At the same time, Executive Director Serafino Romualdi announced that next year four classes will be held in Washington instead of the present three, while additional courses will be given in Latin America.

Growth of the training program—which is supported by the AFL-CIO in cooperation with business groups—was symbolized by a warm letter of congratulations by President Lyndon B. Johnson to AFL-CIO President George Meany, who is also president of the Institute.

The graduating exercises were marked by the presence of Secretary of State Dean Rusk, who complimented not only the graduating class, but the Institute for its work in training young leaders for the free labor movement in Latin America.

Rusk told the graduates that the Alliance for Progress program was making striking gains throughout Latin America. Declaring that there were still problems of Communist subversion and terrorism, Rusk added:

"But the democratic peoples of the Western Hemisphere will never be content until their friends, the Cuban people, recover their freedom, resume their proper place in the councils of the hemisphere, and become active partners in the Alliance for Progress."

AFL-CIO President Meany, who presented certificates to the graduates, urged them to put to work in their own countries the things they had learned at the school. He stressed the importance of freedom for the labor movement, de-

claring that "free trade unions are essential for the growth and development of countries and their peoples."

Other speakers were Venezuelan Ambassador Enrique Tejera-Paris and George C. Lodge, former Assistant Secretary of Labor for International Affairs.

The graduating class consisted of young labor leaders from Argentina, Bolivia, Chile, Colombia, Costa Rica, the Dominican Republic, Honduras, Peru, Uruguay and Venezuela. In addition, there were nine members of an international study group from the Caribbean islands.

Earthslide Threatening Canal Zone

BALBOA, C.Z.—An earthslide slowly slipping down a hillside about 700 feet north of the Pedro Miguel locks here, is threatening trouble for the Panama Canal.

The potentially troublesome slide is not yet hampering canal traffic and isn't expected to do so unless heavy rains increase the rate of slippage enough to carry it into the canal. In all, about 300,000 cubic yards of earth are on the move.

While keeping their eyes on the latest earth movements, canal officials recalled a slide involving 150,000 cubic yards of earth back in December, 1960, several miles north of the present site. Two others, slightly smaller, occurred in the same year.

The Trans - Isthmian Highway and the Panama Railroad were blocked for several days by slides in December, 1959, leaving the canal as the only means of surface travel across the isthmus.

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

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Soup Time On Penn Explorer



Joe Pagola, baker aboard the Penn Explorer (Penn Shipping) dishes up a sample of the soup prepared for the crew by chief cook Mario Calejo. Calejo flashes a big grin for the camera while waiting to see Pagola's reaction to the savory dish.

LOG Receives Congratulations

To the Editor: I'm writing this to say how thankful I am and to express my congratulations to the editor and staff members of the LOG for the much improved articles and fascinating stories that have been appearing in our Union newspaper.

In addition to the excellent

when a letter from my own family arrives. A good many of my friends have told me how interesting they find the copies of the LOG that I pass on to them.

And so, I want all my SIU brothers to know how proud I am, and how proud they should all be about the SEAFARERS LOG.

Nikolaos A. Vrettos

Praises SIU For Kindness

To The Editor: I wish to express my appreciation and gratitude to the SIU for the kindness and sympathy they have shown to ease the sorrow in my heart for the sudden death of my husband, Herbert Williams.

I also wish to thank the SIU for the Welfare Plan and the death benefit that I have received. It will be a great help. In addition, I will always look forward to receiving the Seafarers Log. It will bring back fond memories of when my husband and I would read it together. The SIU does a great service in providing care, guidance and help to your union members.

Mrs. Winifred Williams

Crew Praised For Assistance

To The Editor: I would like to use this opportunity to thank all my crewmates and officers of the SS Transindia for the help and assistance they gave me recently which enabled me to arrive in the States in time to attend my wife's funeral. I thank them from the bottom of my heart.

Joseph Basch

From the Ships at Sea

When Seafarers make an all out effort to get along together aboard ship, some astounding results can be achieved, claims Julian Dedicatoria, ship's delegate aboard the Commander (Waterman). As baker aboard ship, Dedicatoria claims that most of the good will comes from the galley. "Our

chief steward, Ramon Obidos, and the singing chief cook Casimar Szaminski, really do a lot to help keep the crew happy," he says. "One of the means to accomplish this is through providing plenty of good food." And the effort to have a crew that cooperates seems to have rubbed off onto members of the other departments, he reports. "And on top of all that, the officers are a really fine bunch." Dedicatoria says. He especially mentions the captain and the chief mate. "Mutual respect is the order of the day," he says, "and we will keep it that way."

The crew aboard the Arizpa (Waterman) believes in taking care



Wheelles

of fellow crewmembers who may become ill during a trip. In fact, they go beyond just getting him medical care, reports Jack E. Wheelles. Recently, Charles Watson, AB, required medical attention because of stomach troubles. He was transferred to a British liner passing nearby and taken to the hospital in Gibraltar. The crew, in a manner praised by the ship's delegate as being in the finest SIU tradition, took up a collection to pay the small amount of money Watson owed the slop chest. Then the crew sent a letter to the Captain of the British liner, thanking him for his quick response to the Arizpa's call for medical assistance. Wheelles says they are having a fine trip because of just such cooperation, which adds to the delightful weather they have been enjoying.

The "Reds" have it aboard the Walter Rice (Reynolds Metal), according to meeting secretary Wallace E. Mason. Red Howse is ship's delegate, and Red King and Red Roberts are also aboard just to keep things salty. "You have to be careful when you holler 'Hey, Red' aboard this ship," Mason warns, "or you'll get all three wanting to hear what you want."

Bartello Cruz, who recently visited Saigon warns other brothers to be cautious and never go alone into the city. He did go alone, but he says that not everyone is lucky enough to get back to the ship without being mugged. "Stay in a group," Cruz warns.

Coffee was the main topic of discussion during the good and welfare section of a recent shipboard meeting aboard the David P. Thompson (Boland and Cornelius). The crew aboard the Great Lakes vessel debated whether or not they should have Hills Brothers coffee or Chase and San-

borne coffee aboard the ship, reports Arnold Heatherly, meeting chairman.



Freeman

Crewmembers aboard the Del Santos (Delta) have concrete evidence of the effort their ship's delegates have been expending in the crew's behalf. According to ship's delegate Stanley Freeman, the four delegates, were instrumental in acquiring a brand new washing machine for the crew. The entire group got a rousing vote of thanks from the crew.

The Seafarers aboard the Wild Ranger (Waterman) recently received recognition from their captain during the ship's last safety meeting, for the excellent record the ship had in safety matters, according to William C. Sink, meeting secretary.

Crewmembers aboard the Bethlor (Bethlehem Steel) are pleased at the prospect of having to spend less time waiting to get their laundry done. They recently re-

ceived a new washing machine, reports M. E. Longfellow, meeting chairman.



Hallman

The crew aboard the Alcoa Master (Alcoa) are quite pleased with the representation job the ship's delegate Hugh Hallman has been doing for them. Besides voting him special thanks in recognition for his efforts, they reaffirmed their faith in Hallman by re-electing him ship's delegate for the present voyage.

Clarence Cousins, aboard the Steel Traveler (Isthmian), has the highest praise for the ship's captain for his treatment of the second mate when he came down with kidney stones while at sea. The captain changed the course of the ship to rendezvous with a weather ship and get the man proper medical treatment. The mate was left with the weather ship to be picked up later by a passing MSTs vessel, Cousins reports.

Several SIU crews responded favorably to ship steward departments that give an extra little bit to make their food and service better than normal. With a hearty vote of thanks, the crews of the following ships have given their galley gangs special recognition: Del Alba (Delta); Steel Seafarer (Isthmian); Bienville (Sea-Land); Norfolk (Cities Service); Santa Emilia (Liberty Navigation); Sacramento (Sacramento Transportation); Floridian (South Atlantic and Caribbean); Bethtex (Bethlehem Steel) and San Juan (Sea-Land).

Joseph Catalonotto, meeting chairman aboard the Steel Surveyor (Isthmian), reports that the crew felt the new men aboard were doing a fine job in all respects. In appreciation for their good work, the crew gave them a resounding vote of thanks during the good and welfare section of their latest shipboard meeting.

Meeting chairman John Gribble, aboard the Sacramento (Sacramento Transport) reports that everything has been running very smoothly and there have been no beefs this trip.

The crew of the Transhartford (Hudson) is glad it has a bosun aboard who likes to accomplish things for the crewmembers aboard, reports V. C. Smith, ship's delegate. The bosun is working to get some new bunks for the crew put into the ship. Smith reports that the bosun thinks the bunks will be put in soon.

SIU Oldtimer



Retired Seafarer Jim Russell recently sent this picture of himself enjoying the sun on the grounds of the Raybrook Hospital, New York, where he is living. Russell retired in 1961. He has been living on his regular SIU pension checks, he said.



Seafarers Save Pilot In Atlantic; Spends 27 Hours Drifting At Sea

The value of SIU lifeboat training in sea rescues was pointed up recently when the Robin Sherwood (Robin Lines) picked up an unexpected, but grateful, passenger from the South Atlantic on November 13. The crewmembers made use of one of the ship's lifeboats to rescue a downed American pilot 150 miles west of Ascension Island.

The flyer, Lowell J. Thompson, was on a flight from Recife, Brazil, to Bechuanaland in Africa, where he has farming interests. At 10 a.m. on November 12, he was forced to ditch his plane in the ocean after an oil line ruptured. Before going in, he radioed an SOS to Ascension. The distress call was relayed to the Robin Sherwood, which was then the closest ship to Thompson's last reported position.

The story of the effective use of SIU lifeboat training and the skill with which the crew put its



Porcari



Hoepner

lessons to work was told to the LOG by Al Porcari, OS and Otto Hoepner, ship's delegate.

The freighter, which was on her way to Ascension to drop off cargo, set course for the downed plane, reaching the scene about 11 p.m.

Because of darkness, the search for the pilot had to be abandoned until morning. Captain Brinch, master of the Robin Sherwood, did not waste the night hours, however. He and his officers pored over the wind and current conditions of the area in a study designed to tell them which course Thompson's drifting liferaft was likely to have followed.

When the search resumed at dawn, the study paid off. A new course was set, and, at 10 a.m., the raft was spotted. Thompson stood up and waved with relief.

A lifeboat was lowered to pick-

up the weary flyer, who had spent 27 hours in the small raft. The lifeboat was manned by Joseph Henault, Glenn D. Miller, Burton A. Rogers and Lee E. Gillian, all of the deck department; Amat B. Sulaiman and Enrico Ceci from the engine department; John Aversa and Martin Sierra, Jr. of the steward department, and officers Martin V. Bodden, Louis S. Korbely, Edward H. Rogaski and Arthur C. Ritz.

Every member of the lifeboat crew had their lifeboat tickets, and many of the Seafarers had received theirs through the SIU Lifeboat School, Porcari said. Their cool and efficient work in rescuing the pilot was a testament to the value of their training. Capt. Brinch praised the men manning the lifeboat for a job well done.

Once safely on board the Robin Sherwood, Thompson recalled his more than 24 hours in the ocean. He explained how he jettisoned all the luggage and other valuable personal items he had on the plane when he became certain he had to ditch. Relieved of the extra weight, the aircraft had a better chance to stay afloat.

He cut off all switches just before hitting and glided the last few yards into the ocean.

"I climbed into the raft and watched the plane settling with its nose straight down in the water," he said.

He sat in the water-filled raft for three hours before spotting the first search planes. They did not spot him, however. After nightfall he saw the lights of the Robin Sherwood, but she was too far off for his cries to be heard. As the night wore on, Thompson said the sharks in that shark-infested part of the Atlantic nearly drove him crazy by rubbing their fins against the flimsy bottom of the raft.

After dawn he scanned the hor-

izon every few minutes. At about 10 a.m., he spotted the Robin Sherwood. "I looked out and there was the most beautiful freighter I had ever seen."

The Robin Sherwood left the thankful Thompson off in Cape Town, her next stop.

GLOBE TRAVELER (Maritime Overseas), November 15—Chairman, M. Lukner; Secretary, A. Lelker. Some disputed OT reported in deck department. Ship's delegate to pick up mail. Steward requires help to check stores. Ran out of soap powder.

GLOBE PROGRESS (Maritime Overseas), November 22—Chairman, James McLinden; Secretary, N. Matzimislos. Letter was sent to headquarters asking about the new contract and wages and welfare. Captain is happy with crew. No beefs reported. Ship's delegate to find out about getting lower passageways painted. Vote of thanks to the steward department for putting out good food. Vote of thanks to the ship's delegate.

ROBIN SHERWOOD (Robin Line), November 21—Chairman, Charles Jennings; Secretary, John Aversa. Captain thanked the crew for their ability, orderly fashion and seamanlike manner in the recent search and rescue operation of downed flyer on Nov. 13, 1964, about 135 miles N.W. of Ascension Island. Few hours disputed OT in deck department. \$20.26 in ship's fund. Steward requested to put out better variety of salads and dressings. Also to put out more night lunch. Vote of thanks to the steward department.

LONG LINES (Isthmian), November 7—Chairman, Dick Grant; Secretary, Bill Sanford. Some disputed OT in deck and engine departments to be taken up with boarding patrolman. Motion made that fire and boat drill be scheduled so that a man who has just come off a 12-hour watch will not have to sit up an hour waiting for the drill, as has been the case aboard the Long Lines. Vote of thanks to the steward department. All hands agree that the Long Lines is the best feeder.

MONTICELLO VICTORY (Victory Carriers), Nov. 8—Chairman, J. Forbes; Secretary, J. Forbes. Brother Phillip Mack was elected to serve as ship's delegate. \$14.60 in ship's fund. Some disputed OT in engine department, otherwise no beefs. Discussion on getting more boiled eggs on night lunch and getting chocolate milk.

HUDSON (Oriental Exporters), Nov. 7—Chairman, None; Secretary, F.

Notify Union On LOG Mail

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

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

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

Quintayo, Brother Tex H. Stickland was elected to serve as ship's delegate. Ship sailed short one fireman. Bosun and day man share one room which is too small for two people. Suggestion that half of recreation room be made into day man's living quarters. This is the only solution.

NORBERTO CAPAY (Liberty Navigation), Nov. 15—Chairman, Roland E. Lanoue; Secretary, Billy Russell. Vote of thanks to the crew members from the ship's delegate for work well done. The crew members will take up a collection for departed Brother Ernest Mosley and present it to his son to be used as he sees fit. One minute of silence was observed for Brother Mosley. No beefs reported from department delegates.

ANTINOUS (Waterman Steamship), Nov. 11—Chairman, John Radacki

DIGEST of SIU SHIP MEETINGS

Secretary, Frank White. Steve Thayer, ship's delegate, thanks crew members for bringing ship in clean with no beefs. Report accepted with a vote of thanks. \$2.40 in ship's fund. No beefs reported from department delegates. Most repairs have been completed. A vote of thanks extended the steward department for good performance.

SEATRAN N.R. (Seatrains Lines), Nov. 30—Chairman, William Logan; Secretary, A. Gilliland. Air conditioner needs repairs. Records to be kept so that new ship's delegate can see what is being done. No beefs reported from department delegates. Vote of thanks to steward department for Thanksgiving dinner. Porthole gasket in bad shape, needs repair.

PENN EXPORTER (Penn Shipping), Oct. 17—Chairman, Odd Samdal; Secretary, Z. A. Markris. No beefs re-

ported from department delegates. Brother Frank E. Parsons is serving as new ship's delegate. All members were asked to bring all cups and glasses back to pantry. Vote of thanks to steward department for a job well done.

PENN TRANSPORTER (Penn Shipping), Nov. 29—Secretary, S. Rothschild. No beefs reported by department delegates. Repair list will be given to patrolman, as to make sure that repairs will be taken care of before ship departs. The following motion was made by the deck delegate: "There should be an extension, whereby 15 days instead of 10 should be the minimum layoff period of the crew." The motion was seconded by A. Bendheim. Vote of thanks to steward department for a job well done.

LOS ANGELES (Sea-Land), Nov. 28—Chairman, R. Hunt; Secretary, Leo Bruce. All repairs for last trip were completed. \$6.42 in ship's fund. No beefs reported by department delegates. Suggestion was made for 2 new coolers, one for crew mess and the other for a passageway down below. Brother Archer suggested one hot water urn for making tea or cocoa.

ALCOA RUNNER (Alcoa Steamship), Nov. 24—Chairman, George Pierra; Secretary, C. E. Turner. Everyone was paid 2 days lodging for the time ship was in drydock. Beefs in deck department to be taken up with patrolman. Brother James W. Barnett was elected to serve as new ship's delegate. Washing machine parts have to be replaced, getting new washing machine was suggested. Chairs in messroom should be replaced to make more room.

RAPHAEL SEMMES (Sea-Land), Nov. 22—Chairman, Tony Gurney; Secretary, Harry Beeker. Brother Lonnie Dooley was elected to serve as ship's delegate. \$7.22 in ship's fund. Beefs in deck and engine department to be taken up with patrolman.

TAANSBAR (Hudson Waterways), Nov. 10—Chairman, L. B. Moore; Secretary, J. H. Dassel. No beefs reported by department delegates. Crew requested to return cups and glasses to the pantry.

Thanksgiving Dinner On Montpelier Victory



SIU crewmembers on the Montpelier Victory found they had a belt loosening problem after eating their fill of traditional Thanksgiving delicacies. Enjoying the holiday chow are (front, l-r) J. A. Maples, FWT; J. Flanagan, chief pumpman; (rear) E. Craddock, DM; F. Nelson, OS, P. Sheldrake, DM; E. Loosoya, AB, and J. Lewis, bosun.



Not a Seafarer on the Montpelier Victory dissented from the unanimous praise heaped on the ship's galley crew for their efforts in preparing one of the best Thanksgiving meals ever tasted on board a ship. Ship's delegate John Flanagan reports that crewmembers distinctly heard the dining room tables groan from the load of goodies the galley gang stacked on. Two of the crew responsible for the banquet are (l-r) A. Maraus, steward; and M. Maldonado, 3rd cook.

Great Lakes

(Continued from page 7)

discontinued ore shipments. The DM & IR railroads were using an infra-frozen oven in an attempt to thaw frozen ore in railroad cars. The Great Northern railroad used their steam plant to loosen the ore.

We closed the Duluth hall on December 4 and will re-open for registrations on March 1, 1965. We would like to advise all SIU members in the Duluth-Superior area to contact Tommy Dunne at the Duluth hall if they need any assistance from the Union.

Frankfort

Frankfort is the only SIU Port on the Lakes that operates year-round for shipping. The Ann Arbor Railroad Carferry No. 5 went out of operation suddenly on November 24 and the entire crew registered at the hall so they would be eligible for the Thanksgiving Holiday pay. It was the first time the registration board was full for many months. The crew has since been recalled and shipping will remain good through the Holiday season.

The annual SIU Christmas Dinner in Frankfort will be held December 19 at the Hostess Cafe, serving from 2:00 PM to 8:00 PM.

Coal Burner On Lakes



Although most vessels in the SIU fleet are oil burners, some coal burners are still sailing the Great Lakes. Above, Mike Fitzgerald dons a heat mask to stoke the huge furnace aboard the Henry R. Platt (Garland).

Union Upgrading Course Ups SIU Steward Standards

"I have been sailing in the steward department for well over 40 years," says chief steward Sydney Shrimpton, "and I think I can honestly say that the SIU steward department is given a better opportunity to perform its job today than at anytime in the history of shipping."

This statement was made by Shrimpton, who is known to his fellow Seafarers as "Aussie"—in New York where he's attending the SIU stewards recertification and training classes.

"I started sailing in 1919 in the approved manner," he recalled, "by running away to sea. My father didn't want me to go, so, of course I did anyway." The first ship the Australian-born Seafarer caught was an English passenger liner. He signed on as a bell boy.

Luxuries Few

"In those days, the galley gang was the best fed part of the crew," he recalled, "but still, turkey and ice cream were real luxuries that the crew received only on special holidays, such as Christmas. When I got on my first American ship during the war, I was amazed to see ice cream served twice a week."



Shrimpton

One of the reasons cited by Shrimpton for the large improvement of conditions in the galley was the initiation of the Union food plan. According to the Australian, it helped to take some of the pressure off the steward. No longer did he have to worry about the cost of the food he served to the crew. Today he measures amounts in poundage, which leaves cost control up to company.

"Another of the startling things I noticed when I started shipping American," Shrimpton recalled, "was not only the types of food served, but the amount. When I started to go to sea, every two weeks we reported to the chief steward and were issued—and we had to sign for it, mind you—one can of sweetened condensed milk. This was all we had over a two week period to stir into our tea for milk and sweetening."

Another area in which the union is helping the steward department is the training and recertification

of chief stewards. "I have always considered myself an average or better than average steward," he commented, "and I have a reputation to back it up. But after just two weeks in this school, I realized what a great help it was."

Shrimpton feels that American flag ships are, without a doubt, the best feeding ships in the world. "And the SIU has helped to make it that way," he added.

Although sailing is a serious business, in which one small mistake can mean disaster, Shrimpton still manages to find the brighter side of some serious problems. "I remember the second SIU ship I sailed on after coming to this country. We had fallen out of convoy with some engine trouble. That made us sitting ducks for a submarine and it took only nine and a half minutes for the ship to sink after the torpedo hit us."

Panic Situation

"We were lucky. Not a man was lost that time, but I remember some of my actions," he said. "A man in panic will do and say some funny things. For instance, after the torpedo hit, I went to my room to grab my life jacket. I had over \$300 sitting in my desk drawer, but when I ran for my lifeboat station, I had a mug in my hand that had been sitting on my desk."

"Well, I found the lifeboat was gone when I got to my station, but I could see a raft in the water with a couple of other fellows hanging on to it. So I jumped."

"When I came up, I grabbed the raft and caught my breath. One of the fellows holding on the raft

—an Australian also—looked at me and said, 'Blimey, steward, it's wet in here, isn't it?'"

The luckless crew waited patiently for rescue all day, until, just as it started getting dark, they could see a ship approaching on the horizon.

Left Flat

"We started cheering immediately, but it was a long ways away from us," Shrimpton related. "In the failing light, though, we could see from its speed that it was a destroyer, so we knew we didn't have long to wait. Then—I'll never forget this—as the ship pulled along side, we heard this voice with a bullhorn call down to us, 'Are you the survivors of the ship that sunk?' We hollered and cheered and whopped it up for a while until the voice, rich with an Oxford accent said, 'Well, we're after the bugger that sunk you. We'll be back to pick you up in a while.' With that, the ship sped off." We were stunned, Shrimpton said.

Not all of the humorous experiences related were in the vein of disaster. Though there were several very funny happenings in the galley. "But I'd better not repeat them. You couldn't put them in print, anyway," he claimed.

Throughout his years of sailing, however, and several times when he worked ashore, he has maintained one simple philosophy. "If you have a good sense of humor, you can see the humorous side of even the most serious predicament. If it hurts to cry, just laugh."

NATIONAL SEAFARER (Winward), October 18—Chairman, M. W. Miller; Secretary, R. DeBoineere. Ship's delegate reported that everything is running smoothly. Brother Paul L. Essman was elected to serve as ship's delegate. All hands were requested to be quiet in passageway and to cooperate in keeping longshoremen out of passageway in Egypt. Also to help keep messhall clean. Discussion about captain owing two men transportation which is to be collected at end of voyage. Vote of thanks to the steward department and to the ship's delegate.

KENT (Corsair Transportation), November 8—Chairman, Walter Coley; Secretary, Earl J. Adams. No beefs reported by department delegates. Motion made to have a meeting with patrolman about the general conditions aboard ship. Ship is short on stores. Discussion about captain refusing to mail crew's mail in Aden and Suez Canal.

YORKMAR (Calmar), November 29—Chairman, C. Fisher; Secretary, P. Devine. No beefs and no disputed OT. Everything is running smoothly. Brother Pat Devine was elected ship's delegate. Discussed safety and other shipboard topics.

KYSKA (Waterman), December 4—Chairman, Lowderback; Secretary,

cuss with the patrolman about engineers having air conditioning installed in their rooms only, by the company, and that headquarters should do something about it. Vote of thanks to the steward department for well prepared meals.

OCEAN ULLA (Maritime Overseas), Nov. 8—Chairman, James H. Naylor; Secretary, Edward Cole. Three men missed ship in Japan. One man taken off ship in Singapore due to illness. Motion made that air conditioning be installed on all SIU-contracted ships. Meat and butter taken on in Japan were third and fourth grade. Meat half rotten. Steward is going to do his best to get better stores in Philippines and Guam. It was difficult for steward to check stores in such short time.

MAIDEN CREEK (Waterman), Oct. 25—Chairman, V. E. Keene; Secretary, Karl Babl. One man got off ship in Montreal under mutual consent and one man hospitalized. No beefs and no disputed OT reported. Each man asked to contribute fifty cents to ship's fund.

HENRY R. PLATT JR. (Garland), Nov. 7—Chairman, Joseph Dahl; Secretary, John Myers. \$6 in ship's fund. No beefs and no disputed OT reported.

JOHN P. REISS (Reiss), Nov. 1—Chairman, Michael Lubich; Secretary, John Turnball. \$14.40 in ship's fund. Some disputed OT reported in deck department.

DIAMOND ALKALI (Boiland & Cornelius), Nov. 9—Chairman, Donald Anderson; Secretary, Jesse R. Bastie. \$19.30 in ship's fund. Nothing else reported.

MC KEE SONS (Boiland & Cornelius), Oct. 26—Chairman, Elmer Maskell; Secretary, Richard C. Wolcott. Engine delegate will check to see what can be done about the food. Meals are still unsatisfactory. Crew has been complaining for a period of three months.

DEL NORTE (Delta), Nov. 1—Chairman, Edward C. Burton, Jr.; Secretary, Bill Kaiser. Ship's delegate reported that everything has gone on pretty smooth during this voyage. \$251 in ship's fund and \$462.40 in the movie fund. Disputed OT reported in engine department. Brother Peter Gonzalez thanked all brothers who were so good to come to his birthday party and afford him such a good time.

PRODUCER (Marine Carriers), Oct. 31—Chairman, V. Wells; Secretary, C. J. Frey. No beefs and no disputed OT in engine and steward departments. Beefs in deck department will be turned over to patrolman. Chief engineer wrote letter to MEBA regarding relief for cooks. This matter will be taken up with SIU patrolman. \$7.31 in ship's fund.

ALICE BROWN (Bloomfield), November 8—Chairman, H. Rossecrans; Secretary, C. Hemby. \$10.00 in ship's fund. Some disputed OT in deck and steward departments. Motion made to have blood type stamped on clinic card. Vote of thanks to the steward department. Motion to get new chairs in recreation room. Company has been promising to get them for a year.

FLORIDA STATE (Everglades), November 1—Chairman, V. Ducote; Secretary, J. R. Edwards. Brother Alipio Trujillo was elected to serve as ship's delegate. \$13.40 in ship's fund. No beefs reported by department delegates. Few men went through clinic in Ponce and praised Dr. Prada.

DIGEST of SIU SHIP MEETINGS

Wunderlich. Ship's delegate informed crew a new washing machine will be put aboard. No beefs reported by department delegates. Motion made that headquarters be contacted concerning the new contract and what to expect in the way of a pension plan. Vote of thanks to the steward department for excellent meals.

NORTHWESTERN VICTORY (Victory Carriers), November 26—Chairman, M. J. Doherty; Secretary, C. J. Quint. \$3.71 in ship's fund. Some disputed OT in deck department. Motion to have the meat brought up to SIU Feeding Plan standards. Discussion on having galley range repaired and have proper equipment for baking. Also to have proper stores for baker to bake with.

FANWOOD (Waterman), November 22—Chairman, Frank Allen; Secretary, Pete Blalack. Discussion on slop chest. Request light for after deck. Books to be locked up while in port. Vote of thanks to the steward department. No beefs reported.

OVERSEAS EVA (Overseas Carriers), November 19—Chairman, Abo Handeman; Secretary, Eugene Boegly. Two men were taken off ship because of illness. One in Okinawa and one in Hawaii. Some disputed OT in deck and engine departments. Request for subsistence due to water being turned off.

TRANSORIENT (Hudson Waterways), November 15—Chairman, Thomas J. Hillburn; Secretary, Pete Triantafillos. Ship's delegate reported that all repairs have been squared away. No beefs reported by department delegates. It was suggested that all men getting off at payoff should leave their keys in the room and to have rooms in ship-shape condition for the next crew. It was suggested that the ship's delegate dis-

Indian Scene



A part of the typical street scene in Bombay, India, is depicted in this drawing of a shoe repairman. Seafarer Walter Karlak made the drawing after visiting this port many times on SIU contracted ships.

LOG-A-RHYTHM:

Pieta

By George J. W. Scott

They close the gate
Make the countless people wait!
Long Winter months, months the throngs will contemplate
A look to see God's love light shining forth full
From sweet Mother's eyes.
Sorrow-tendered—sorrow-turned face.
Yet we must tarry and soon will be too long for some to see
A poet sculpture's victory.

But close the Gate!
Make them wait—grudging seconds
Like parsimonious lovers we escalate.
Their feet go by
Heed not their cry
Rather close the sight from eye.
Portal o'er eyes of Mary to echo women's cry:
Softening ever! Love to worship God
Sweet thunderbolt, twin eyes
Majestic orbs, convoluting love
This then, over all, we came to see.

Close the Gate?
Should I be grateful for down door closed upon my eager eyes?
Smug officious priest and helpers grinned as waiting
Us were walled without and pious Pieta within.
Grinning gaping building empty of all save golden
Statue of untold value.

Must it be huskered?
Spot by spot and space by space?
For whom? Moses?
While churching forth as from an alabaster tomb
Make the public wait.
Without the cold, gold gates a fair world's fair awaits.
For pity it we must—deprecate for Pieta's wan look from you.
Can looking so famed justify, we cry, must
Money changers control God's love?
Devine Michael why?
While people die
Cry Pieta!

SIU ARRIVALS and DEPARTURES



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

Dianne Becker, born September 11, 1964, to the Howard F. Beekers, Iselin, New Jersey.

Teddy Jones, born July 28, 1964, to the Harold T. Jones, Detroit, Mich.

Robert Eckley, born September 20, 1964, to the Robert G. Eckleys, Phillipsburg, Pa.

Linda Jane Bryant, born August 15, 1964, to the Lauren E. Bryants, Artesia, Calif.

Susan Bunting, born September 8, 1964, to the Donald L. Buntings, Woodbury, New Jersey.

James Lee Lowrey, born September 6, 1964, to the James M. Lowreys, Tampa, Fla.

Catherine Perry, born October 17, 1964, to the Arnold Perrys, New Bedford, Mass.

Irene Bryant, born May 10, 1964, to the George H. Bryants, Jr., Seattle, Wash.

John Durno, born October 13, 1964, to the Raymond Durnos, Buffalo, New York.

Susette Brady, born July 7, 1964, to the Eddie R. Bradys, Meroux, La.

Rollin Willis, born September 28, 1964, to the Paul R. Willis, Fiskeville, R.I.

William Tellez, Jr., born September 19, 1964, to the William Tellez, Playa Ponce, P.R.

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

William Paul Fritz, 59: Brother Fritz succumbed to heart disease on June 15, 1963 at his home in Westwego, La. A member of the SIU Inland Boatman's Union, he sailed as captain. Surviving are his wife, Mrs. Mildred Fritz, and his daughter, Myrtle Fritz. Burial was in the McDonough Cemetery, Gretna, La.

Lavoiscia Lamar Pickett, 36: Brother Pickett died June 23, 1964 in Gulfport, Miss., of natural causes. A member of the engine department, he joined the Union in New York in 1945. Surviving is his wife, Mrs. Connie Pickett. Burial was in Hattiesburg, Miss.

Albert Lee Willis, 57: Brother Willis died June 14, 1964 at his home in Morehead City, N.C., of a heart attack. A member of the Union since 1951, he sailed as fireman-watertender in the engine department. No beneficiary was designated. Burial was in the Bay View Cemetery, Morehead City, N.C.

David Ortiz, born September 1, 1964, to the Albert Ortiz, Galveston, Texas.

Todd Terrington, born September 29, 1964, to the Tedd R. Terringtons, New Orleans, La.

Lori Melinda Hensley, born September 30, 1964, to the Jack A. Hensleys, La Porte, Texas.

Clarence Wolfe, born July 29, 1964, to the Clarence L. Wolfes, Port Huron, Mich.

Lori Lynne Willard, born October 8, 1964, to the Leslie W. Willards, Toledo, Ohio.

Letha Rebecca Morgan, born August 27, 1964, to the Melvin E. Morgans, Jacksonville, Fla.

Denise Sawyer, born August 8, 1964, to the Leon A. Sawyers, New Orleans, La.

Wanda Canady, born October 4, 1964, to the Ronald Canadys, Sanderson, Fla.

Lucia Gay Gamble, born October 12, 1964, to the James Gambles, St. Ignace, Mich.

Carl Joseph Howze, born September 11, 1964, to the Carl R. Howzes, Baton Rouge, La.

Angelina Winchester, born August 8, 1964, to the William L. Winchetsers, New Orleans, La.

Janis Wheeler, born October 5, 1964, to the Orlien Wheelers, Tombasa, Miss.

Schrader Ormand Hunter, 38: Brother Hunter died on June 3, 1964, in the hospital in Baton Rouge, La., of injuries received in a fall. A member of the deck department, he became a member of the SIU in 1945. Surviving is his mother, Mrs. Olinell Jonie Hunter. Burial was in the Magnolia Cemetery, Mobile, Ala.

James Mitchell, 72: Brother Mitchell died June 15, 1964 at his home in Hicks, N.Y., of natural causes. He sailed in the engine department until his retirement in 1960. No beneficiary was designated. Burial was in the Augustine Cemetery, Ossining, N.Y.

Ray Franklin McVey, 35: Brother McVey succumbed to a cerebral hemorrhage in Baltimore, Md., on June 3, 1964. A member of the Union since 1953, he sailed in the steward department as messman. Surviving is his wife Lena McVey. Burial was in the Gardens of Faith Cemetery, Baltimore, Md.

Thomas Gorden, born October 17, 1964, to the Henry M. Gordens, Philadelphia, Pa.

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

Stacey Spencer McIntosh, born September 9, 1964, to the Earl N. McIntoshs, Ogdenburg, New York.

Robert Vanderverter, born October 10, 1964, to the Robert Vanderverters, Bayfield, Wisc.

Jeffrey Smith, born September 29, 1964, to the Kenneth P. Smiths, Jr., Toledo, Ohio.

Jose Eliaz, born October 20, 1964, to the Donasiono Eliazs, Galveston, Texas.

David Mark Jurkiewicz, born May 22, 1963, to the Stanley Jurkiewicz, Buffalo, N.Y.

Karan Sue Green, born July 15, 1964, to the Eldridge F. Greens, Flomaton, Alabama.

John Kevin Nash, born October 8, 1964, to the Michael Nashs, Colonia, New Jersey.

Kenneth LaFleur, born October 28, 1964, to the Henneson LaFleurs, Oberlin, La.

Mary Lou Jenkins, born July 17, 1964, to the Donald E. Jenkins, So. Webster, Ohio.

Lewis Owens, born September 25, 1964, to the Lawrence E. Owens, St. Petersburg, Fla.

Harold Borup, born October 17, 1964, to the Harold L. Borups, Jr., Corpus Christi, Texas.

Andres Posada Sanchez, 53: Brother Sanchez died April 28, 1964 in Cillero, Spain, of natural causes. A member of the SIU since 1943, he sailed in the deck department. He is survived by his wife, Carmen Fernandez. Burial was in Cillero, Spain.

James J. DeVito, 52: Brother DeVito died in the Long Island College Hospital, Brooklyn, N.Y., on June 10, 1964 of natural causes. A member of the engine department, he joined the SIU in 1940. Surviving is his son, James John DeVito. Burial was in the Holy Cross Cemetery, North Arlington, N.J.

Peter Siclari, 69: Brother Siclari died July 4, 1964 at his home in Arcade, N.Y., of heart failure. A member of the SIU Great Lakes Tug and Dredge Region since 1961, he sailed as fireman. Surviving is his wife, Mrs. Lucille Siclari. He was buried in Curriers, N.Y.

SEAFARERS in DRYDOCK

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

- USPHS HOSPITAL NEW ORLEANS, LOUISIANA**
George Armstrong Phillip Mandoza
Claude Bankston Billy Orbach
W. Barrilleaux Mathias Oswald
Howard Bergine Eugene Flahn
John Buttlinger Charles Pollard
Joseph Carr David Quinn
James Childress William Rollins
Virgil Clement Efrain Rosario
Clifford Cummings Frank Ryalnce
Frederick Edwards Hamilton Seburn
Amado Fellicano W. K. Simpson
Marshall Foster Willie Slater, Jr.
Luis Franco Adolph Swenson
Maurice Graham Joseph Whalen
Luis Guadamud James Whalley
B. Huggins S. Whittington
Antoine Landry Elton Wilde
Oscar Manifold William Woolsey
- USPHS HOSPITAL NORFOLK, VIRGINIA**
Rowland Harper George Moore
Joseph Howell Lawrence Nielsen
Bruce Knight Chadwick Tarenton
- USPHS HOSPITAL SEATTLE, WASHINGTON**
Jose DaCosta Billy Campbell
John DeAbren David Hulcey
Robert Broome
- USPHS HOSPITAL STATEN ISLAND, NEW YORK**
Yahy Alziniani Arthur Maher
Chris Astyfidis Edward May
Emmett Avery A. Mazzariello
Wallace Beeman John Morrison
John Bekiaris R. Nandkeshwar
Joe Blake Julio Napoleonis
Agustin Calderon Roberto Natal
Raymond Collett William Nunez
A. Cunningham N. Owen
Sal DiBella Stanley Ostrom
Jerry Donovan Winford Powell
Bobby Edwards Peter Quinn
George Evans Angel Reyes
Max Fingerhut James Smith
C. Foster Jack Smithy
Stanley Friedman Henry Stanczak
Theodore Gerber James Stogaltis
John Holmroos Jerome Stokes
Keith Hubbard Burton Veno
Asmudh Jacobsen Richard Waters
King Sea Koo Leon Webb
Robert Kuczynski Fred Wrafter
Thomas Lowe
- USPHS HOSPITAL BRIGHTON, MASS.**
Donald Carney Truman Patriquin
V. Chamberlain
- USPHS HOSPITAL CHICAGO, ILLINOIS**
Anna Bond Carlo Lopeparo
- USPHS HOSPITAL GALVESTON, TEXAS**
Robert Alvarado Jacob Linscomb
J. E. Bailey Talma Gene Muse
Urbis LaBarrere Hugh Price
Charles Collins F. Owueneel
Estuado Cuenca Flo Regalado
Glen Curl Catarino Silva
Edward Douglas Louis Talarice
Howard Eitel Clyde Tanner
Hugh Grove Frank Tosti
Edw. Kocanouski
- USPHS HOSPITAL SAVANNAH, GEORGIA**
O. M. Amca Justice Hughes
Darrell Dolron R. B. Pardo
George Feinman E. B. Pridgeon
- USPHS HOSPITAL BALTIMORE, MARYLAND**
Edgar Benson William Lane
Edward Bayne Frank Nappi
Edmond Cain Maurice McCokey
Robert Davis James Poston
Joe Farrow Roy Rayfield
Friedof Fondila Henry Rice
Joseph Garcia Edward Sererko
Wayne Hartman Calvin Sevilla
Nolan Hurst John Thompson
Elmer Koch
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
Adolf Anderson Charles Gilbert
Roy Bru John Miller
William Barnett Arthur Skjold
Angelo Cifarelli Viggo Sorenson
Charles Lane Calvin Wilson
- USPHS HOSPITAL DETROIT, MICHIGAN**
Maneh Ahmed Alex Slazer
Homer Campbell Kenneth Sleeper
Lawrence Griffin Harold Thilhorn
Clarence Lenhart Jack Wiley
Edward Rekest Gerald Wax
John Santay
- USPHS HOSPITAL FORT WORTH, TEXAS**
Benjamin Deibler George McKnew
Abe Gordon Max Olson
Thomas Lehay
- SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK**
Daniel Gorman Thomas Isakson
Alberto Gutierrez William Kenny
Edwin Harriman
- PINE CREST HAVEN NURSING HOME COVINGTON, LOUISIANA**
Frank Martin
- VA HOSPITAL NORTHAMPTON, MASS.**
Maurice Roberts
- US SOLDIER'S HOME HOSPITAL WASHINGTON, D.C.**
William Thomson

PERSONALS and NOTICES

- Edward P. Belt**
Anyone knowing the whereabouts of the above is asked to contact Edgar N. Quillin, Attorney, at 108 Professional Bldg., 6725 Claude Ave., Arabi, La.
- V. Garvy and E. McCarron**
Walter Shultz has some photos he wants to give to Victor Garvy and Ed McCarron. If these two men will contact him at the following address, he will mail the pictures: 20 Ellis Ave., Medford, Mass., 02155.
- Don Mason**
Your folks have moved to Florida. Let them hear from you at 1005 9th Ave., N.W., Largo Fla., 33540. They don't know where to write to you.
- Anestias Tzabdaridis**
Thomas M. Breen, attorney, is anxious to have you contact him in regards to your case. Write or call him at 160 Broadway, New York, N.Y., 10038. Phone BE 3-3740.
- Claude W. Pritchett**
Write to Harvey. He is in the hospital at present with heart trouble. The address is Box 83, Route No. 1, Alberta, Va.
- Curt Decker**
Joseph Thomas would like you to contact him as soon as possible on a very important matter. Write c/o 122 Roosevelt Ave., Norwood, Mass. (2).
- Augustin W. Morales**
Your wife, Yasu Morales, would like you to get in touch with her at 78 Futoo-Machi, Kohoku-Ku, Yokohama, Japan, as soon as possible.
- Grover C. Maddox**
Contact your wife, Janet, at 212, Karnani Mansions, Park Street, Calcutta 16, India.
- Clyde L. Van Eppes**
Your are asked to get in touch with Ray Williams, realtor, concerning your home in League City. The address is P.O. Box 882, 1200 East Main, League City, Texas. Phone: League City 932-3563.
- Bill Turner**
Any information in regards to the accident of Walter Karlak would be of great help to him. Write to him at 35-20 62nd street, Woodside 77, Long Island.
- Vasilios Venetoulis**
Michael Weiner, attorney, would like to have you contact him at 150 Nassau Street, New York, N.Y., 10038. Phone. RE 2-0843 at your convenience. It is on a matter of great importance.
- Marvin P. Phillips**
Your discharge papers, pay envelope and other papers were left for you to pick up at the New York hall by James Martin. Pick them up as soon as possible.
- Clarence Eubanks**
Your family is concerned about you and would like you to contact them. Write Aunt Nellie at Flomaton, Ala., Route No. 1.
- N.Y. Port 'o Call Patrons**
Bartender Henry "Hank" Maksymowicz is in the hospital and would like to get some letters from friends. Write him at Veterans Hospital, Fort Hamilton, Cropsedy and 7th Ave., Brooklyn, N.Y., Ward 9 West.





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

THE SUN, BALTIMORE, THURSDAY MORNING, DECEMBER 3, 1964



THE SUN

Published Every Wednesday By

Letters to the Editor

Friends in Need

Sir: Recently Capt. Ellsworth D. Johnson, tugboat captain, formerly of the Curtis Bay Towing Company, member of the Seafarers International Union and veteran of 50 years on the Baltimore waterfront, passed away at the age of 70.

There is a story to tell about facts behind that first sentence that rarely come to light. The story is about the financial aid and benefits provided to Captain Johnson by his being a member of the SIU Brotherhood. Since I do not belong to a union, and am not connected with the water, I feel I could give you an impartial view of just what happened—I am his son-in-law.

Captain Johnson was a member of the Inland Boatmen Division of the SIU, and was retired from the water at 65, due to ill health. Thanks to the SIU pension fund, he retired with dignity. He received monthly pension checks, and, indeed, each Christmas a bonus was also sent to him, a reminder that he was not forgotten by his union brothers.

Later on, when ill health began to take its toll, hospital bills, surgeons' doctors' fees were paid for from the welfare fund. This occurred three times, and well over \$5,000 was paid for by the union welfare fund, without comment. Now, with Captain Johnson deceased, death benefits are available to his survivors.

In the waning years of retirement, when so many offer condolences, good wishes and general lip-service, the Seafarers come through with what is most needed in those times—the ability to foot the bills. The SIU takes care of its own. As a result, Capt. Ellsworth D. Johnson worked with dignity, retired with dignity, died with dignity.

How often this same story is repeated, I'm sure we will never know; yet I for one want to make it known that this unsung social service provided by the SIU to its members without fanfare is a mark of the high caliber of operating procedure which evidently characterizes this union.

Charles F. Hoesch.
Baltimore, Nov. 17.

“... he retired
with dignity.”