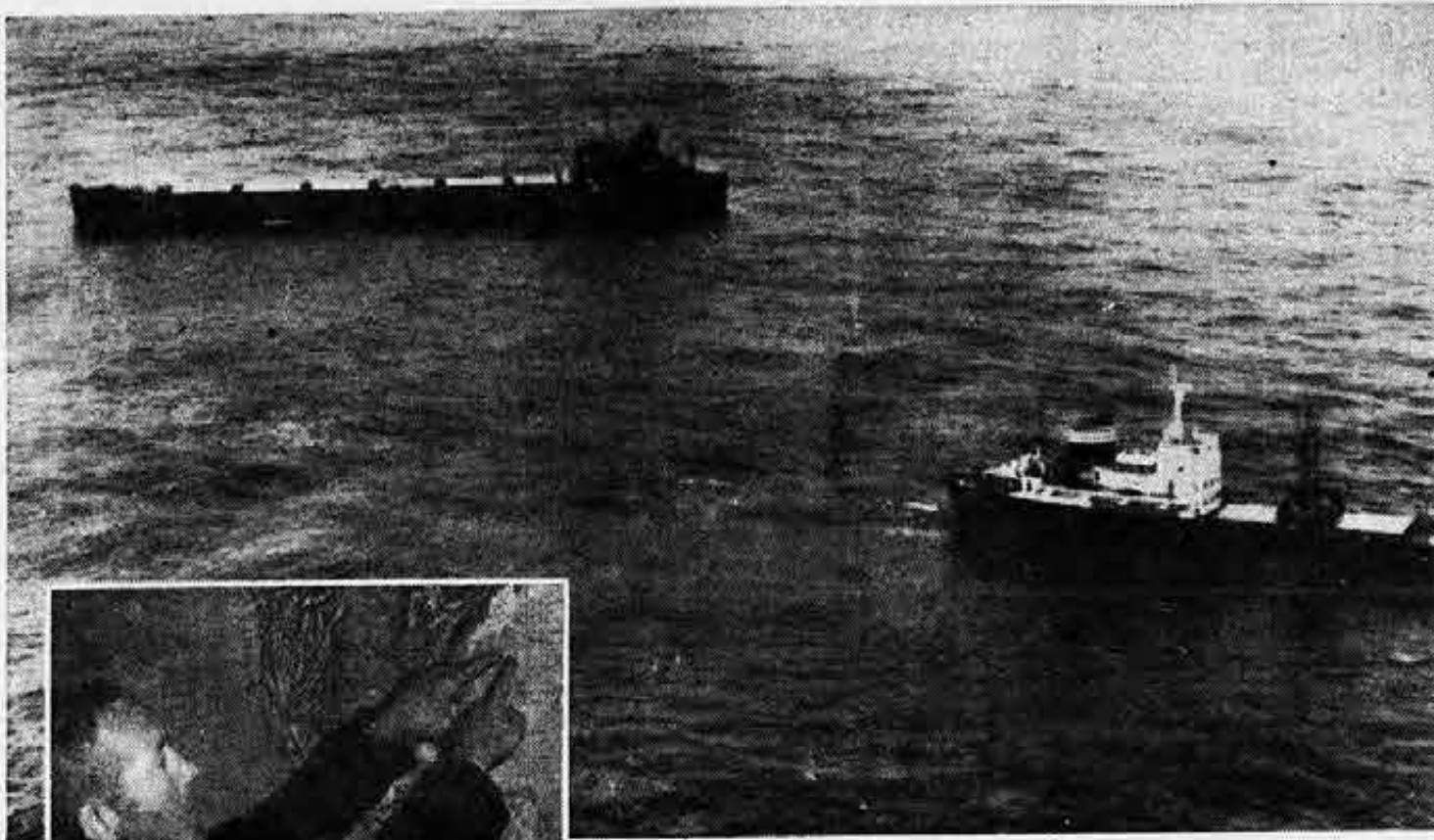


Fire Sweeps Explorer; Crew's Courage Cited

Story On Page 3



Fire On Globe Explorer. In photo at left, taken at SIU headquarters in New York, Seafarers Walter Mueller (right) and Chester Hughhart point to spot on map to show area where SIU crew of Globe Explorer took to lifeboats in heavy seas off Virginia coast, after raging fire went out of control and prompted an abandon-ship order. Skipper praised seamanship of SIU crewmembers. In photo above, is view of the Globe Explorer (left) with the SS La Pintata standing by after she had taken aboard the Explorer crew. (See story on page 3).



New Orleans AFL-CIO Campaign Kickoff. SIU Gulf Area Vice-President Lindsey Williams (left) talks with New Orleans Mayor Victor Schiro (center) and Rep. Hale Boggs (D-La.) as the Greater New Orleans AFL-CIO kicked off campaign in support of Johnson-Humphrey ticket at "Friends of Labor Night" in SIU Hall. (See story on page 2).

In This Issue:

- **SIU Calls For Action On Runaway Shipping**

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- **62 Seafarers Qualify As Election Nominees**

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- **Senate, House Meet On P.L. 480 Measure**

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- **Eight SIU Men Retire On \$150 Pensions**

Story On Pages 4, 5, 7

- **Abidjan—Port of Call For SIU Crewmen**

Story On Page 15

Annual Report Great Lakes Seafarers Welfare Plan

Filed With New York State
Insurance Department

See Page 8

New Orleans AFL-CIO Launches '64 Campaign Drive In SIU Hall

NEW ORLEANS—The Greater New Orleans AFL-CIO launched its campaign in support of the Johnson-Humphrey ticket at the fourth annual "Friends of Labor Night" in the SIU hall here on September 4. More than 800 persons from organized labor, civic, political and community life of New Orleans heard representative

Hale Boggs (Dem.) of Louisiana's Second Congressional District stress the need for support of the Democratic presidential and vice-presidential candidates.

SIU Gulf Region Vice President Lindsey Williams, who is chairman of the Greater New Orleans AFL-CIO Committee on Political Education, served as chairman of the "Friends of Labor Night" meeting and addressed the turnout.

Boggs Remarks

In his address Representative Boggs, who is the majority whip in the House of Representatives, said that the people of this nation "ought to understand what the issues really are." Boggs said some one told him he was for Goldwater.

"What Goldwater do you mean?" Boggs asked the man. "Do you mean the drop-the-bomb Goldwater or the don't-drop-the-bomb Goldwater?"

"Do you mean the anti-space program Goldwater, or the pro-space Goldwater?"

Many Faces

"Do you mean the anti-social security Goldwater or the voluntary social security Goldwater?"

"Do you mean the reduce-government-expenditure Goldwater or the against-tax-cut Goldwater?"

"Do you mean the for-labor or the against-labor Goldwater?"

"Do you mean the pro-Civil Rights Goldwater or the anti-Civil Rights Goldwater?"

"Take your choice; you can find him anywhere you look," Boggs said he told the man.

Jobs Threatened

Boggs said that the jobs of 26 thousand workers in New Orleans who are employed directly or indirectly as a result of the national space program are threatened by Goldwater's position. "If Goldwater means what he says these local jobs will be abolished and the local contracts will be cancelled," Boggs said.

Other speakers introduced by Williams were A. P. Stoddard,

president of the Greater New Orleans AFL-CIO; Victor H. Bussie, president of the Louisiana AFL-CIO and Victor H. Schiro, Mayor of New Orleans.

Among the political figures in the crowded hall were City Councilmen James E. Fitzmorris, Joseph

V. DiRosa and Daniel Kelly; State Senators Adrian Duplantier and Michael O'Keefe; Assessor Richard Burke; former State Central Democratic Chairman Camille Bravell, and Judges Thomas M. Brahney, Frank J. Shea, Joseph Bossetta and Lambert J. Hassenger.

News Show Lauds SIU Men

WASHINGTON—Two heroic Seafarers who risked their own lives to help rescue four survivors of a sinking ship were lauded for their bravery on Edward P. Morgan's AFL-CIO sponsored radio news program recently.

The radio comment said:

"A sailor's work can be interesting—but often it involves great personal danger. Emergencies on the high seas demand skill and courage. Such a test faced the crew of the American tanker Titan, attempting to rescue crewmen from a sinking Chinese ship during heavy weather in mid-ocean. John W. Mullis and Horace Sikes, members of the Seafarers International Union, risked their lives to save four of the Chinese from certain death. Their bravery has earned them the Merchant Marine Meritorious Service Medal" (one of the highest honors the United States can bestow on a merchant seaman). "The AFL-CIO salutes these trade unionists—and their heroic acts."

The heroic acts that won the awards for Mullis and Sikes came in the Pacific in December, 1961, when the Titan received an SOS from the foundering Chinese motor vessel Combined One. On reaching the scene of the disaster, Titan crewmen found only debris in the storm-tossed waters. Then a few survivors were spotted and the rescue effort began. Unable to lower lifeboats because the tanker's decks were awash, the men of the Titan threw lines to the Chinese sailors in the water. A Jacob's ladder was put over the side and, with total disregard for their own safety, Sikes and Mullis descended the ladder and pulled four men from the raging seas.

The awards were presented to the two Seafarers this year in separate ceremonies in their home towns—Mobile for Mullis and New Orleans for Sikes. Representatives of the Maritime Administration and of the Maritime Trades Department of the AFL-CIO were on hand to honor the men.

International President's REPORT



By Paul Hall

All over the nation today there are signs of the American labor movement's tremendous effort to bring out the maximum possible vote to assure the election of the national ticket that, on the record, most closely reflects the aims and ideals of the labor movement and its members.

The AFL-CIO is urging the election of the Democratic candidates, President Johnson and his running mate for Vice-President, Senator Hubert H. Humphrey, and is vigorously calling for the defeat of the Republican candidates, Goldwater and Miller, because the Republican candidates are virtually committed to the destruction of the trade union movement.

At the recent meeting of the AFL-CIO General Board, at which all national and international unions, including the SIU, were represented, this position was unanimously endorsed and adopted. It was not a difficult decision to make. The record of the candidates, and the respective platforms and positions of the major parties on the essential issues affecting all trade unionists and all Americans, simplified the task of making this decision.

The position of the AFL-CIO in this case was in keeping with the historic philosophy set forth by Samuel Gompers, the first president of the American Federation of Labor, more than 50 years ago. With respect to political activity and the support of candidates for public office, Gompers' position was simply this: Reward your friends and defeat your enemies.

Basic Trade Union Position

This has been position of the trade union movement since the turn of the century and still is the basic consideration in making political endorsements and supporting candidates for all public offices.

However, it is well to remember that in supporting any one candidate or group of candidates, we must not forget our prime responsibility to the trade union movement. Our support of candidates does not mean we endorse every policy and action they may take while in office. It will not and does not preclude us from being critical, or from demanding recognition and attention to the problems of any particular group of workers whom we represent, such as our members in various segments of the maritime industry.

We cannot cease our policy of criticism and vigorous protest of any action by any elected official, or by the agencies within their administration or jurisdiction, if those policies are harmful to the welfare of American seamen and American workers generally. If any one in public office pursues a policy that is inimical to the interests of American seamen and their families, we will speak out and criticize in the loudest manner possible—and we will make every effort to see that such injurious policies are corrected.

This is in keeping with the labor movement's traditional position as originally enunciated by Gompers. It is the only proper position for a trade union to take because it is our responsibility as trade unionists to protect and uphold the interests of our union men and women and their families at all times. Our support of a candidate for any office does not alter or compromise our adherence to this basic trade union position.

64 Seafarers Qualify For Ballot

The Credentials Committee report on candidate for the 1964 SIU elections has announced that 64 Seafarers have been found qualified to appear on the ballot.

The committee's lengthy and detailed report was submitted to the regular September membership meetings for action and at LOG presstime was in the process of submission in the Port of Mobile.

(The full text of the credential's committee's report will appear in the next issue of the Seafarers LOG).

Voting in the Union's general election will begin on November 2. Normally voting begins on November 1, but this year that falls on a Sunday.

The balloting will continue for two months through December 31, exclusive of Sunday's or holidays legally recognized in the city or state in which the port is located.

The polls will be open between the hours of 9 AM and 5 PM daily and 9 AM-12 noon on Saturdays.

The qualified candidates will compete for 45 elective posts in the SIU AGLIWD.

To familiarize the membership with the candidates and their backgrounds in advance of the voting, the LOG will publish in the October 16, 1964 issue, a special supplement containing photographs and biographies of the candidates for office. In addition, the LOG will carry a sample ballot, which will be an exact duplicate of the actual ballot to be used.

The credentials Committee was elected at the regular headquarters membership meeting on

August 3, as required by the union constitution.

The six-man committee consisted of two men from each of the three shipboard departments. They are Aldo Perini and John Kari, deck department; Edward Polise and Donald A. Gagnan, engine department, and Jerry Pow and Alexander Brodie, steward department.

The Committee Report pointed

out that two candidates who had been approved subsequently advised the committee of their withdrawal. With the exception of one man who was disqualified because he had not been a full book member for three years prior to nomination as required by the constitution, all those disqualified failed to meet the constitutional requirement that they be in continuous good standing for three

years prior to nomination.

Telegrams were sent to those who were disqualified because they lacked eligibility under the constitution, and the wires were followed by detailed letters setting forth the reasons for disqualification.

The committee recommended that all Seafarers make every possible effort to vote in the union general election.

U.S. Shipping Ignored As Aid In Problem

U.S. Dollar Outflow Increases

WASHINGTON—The U.S. balance of payments deficit for the first half of the year was running at a whopping \$1.9 billion annual rate according to preliminary second quarter figures recently released. This is a much higher figure than had been expected by Govern-

ment officials, who had hoped to start cutting into the tremendous deficits.

The balance of payments represents the amount of money leaving the country to pay for U.S. purchases abroad, opposed to the amount of money entering the country as payment for foreign purchases of U.S. goods. The big deficit in U.S. balance of payments means that money is leaving the country faster than it is coming in and is therefore reducing U.S.

gold reserves in the process of making up the balance.

A breakdown of the separate components of the payments balance deficit published by the Commerce Department showed, among other things, a worsening trade balance as a large factor in the poor U.S. payments balance picture, as imports went up and exports went down.

The SIU is among those who have long pointed out that a great portion of the payments balance deficit could be made up if more

U.S. products traveled on U.S.-flag shipping because shipping fees, and seamen's wages, would be kept within the U.S. As things stand, even the shrinking U.S.-flag fleet of today contributes much toward aiding the balance of payments problem. By taking a stronger line against runaway-flag ships and by upholding the 50-50 cargo preference laws, the U.S. government could do much toward further alleviating the payments balance problem, the SIU has pointed out.

MA Chief Calls For New Look At Subsidies

LONG BEACH, Calif.—Nicholas Johnson, administrator of the Maritime Administration has revealed in a speech here that he did not believe that the U.S. ship subsidy program as it is presently operated was achieving the objectives of the nation's maritime program.

The MA Administrator said that he was "firmly committed" to the principle that the American merchant fleet's cost disadvantages must be made up with subsidy payments.

"The economic spur to efficiency is less sharp than it might be," Johnson continued. "Can we not consider a system that will provide a built-in incentive for subsidized lines to cut all costs as much as possible and which will give the highest award to the most proficient?"

Maritime observers have noted that the SIU has long called for a reappraisal of the subsidy program as presently applied to the U.S. Merchant fleet.

SIU At Advisory Committee Session

Runaways Cited As Major Problem

WASHINGTON, D.C.—With foreign flag shipping as a key item on the Maritime Advisory Committee's second meeting, on September 21, the SIUNA will focus attention on the impact of runaway operations on the US maritime industry.

The 17 members of the Committee, appointed by President Johnson in June from among labor, management and the public to consider ways of strengthening the US merchant marine, will begin an all-day session at 10 A.M. in the Department of Commerce Building here.

Secretary of Commerce Luther H. Hodges, chairman of the committee, has announced that the agenda will deal with, in addition to the foreign flag shipping, ship construction policies of the government, operating subsidy policies, and cargo preference.

The SIUNA representative on the Committee is President Paul Hall, who will submit an extensive documented study of US-owned runaway flag ship operations and the harmful effect they have had on the condition of the American shipping industry.

SIU Urged New Policy

The first meeting of the Maritime Advisory Committee was held on August 10 at which time SIU President Hall urged the formulation of a new national maritime policy that would develop a balanced merchant fleet for the US.

The other labor representatives on the Maritime Advisory Committee are Thomas W. Gleason, president of International Longshore men's Association; Joseph Curran, president of the National Maritime Union; Russell K. Berg, president of the Brotherhood of Boiler-makers and Shipbuilders, and Lane Kirkland, executive assistant to AFL-CIO President George Meany.

Grievance Committee Meeting

A week from the day the Maritime Advisory Committee holds its second meeting, Maritime Administrator Nicholas Johnson will convene on September 28 another session of the Grievance Committee on Cargo Preference Administration.

In compliance with request from Johnson, SIUNA President Hall has asked that the agenda include further discussion of the Maritime Administration's policy of granting general waivers of the Public Resolution 17 requirement which states that 100 percent of cargoes financed by US government lending institutions be shipped in American bottoms, unless such are not available.

Hall also urged that the agenda include "a discussion of chartering practices, particularly with reference to the activities of foreign supply missions and brokers, which

have harassed American shipping and deprived US vessels of their share of P. L. 480 cargoes."

With respect to the granting of waivers, Hall noted that the Maritime Administration had apparently granted all waivers requested during the current year, with seven waivers involving four nations and applying to cargoes worth a total of \$218 million.

"If there have been any rejections of waiver applications during this period, we are not aware of them," Hall said.

Senate, House To Confer On P. L. 480 Bill

WASHINGTON—The House of Representatives has overwhelmingly approved a three-year extension of P.L. 480. The vote, 359 to 6, came a short while after the Senate approved a different version of the bill. The discrepancies between the two are now being ironed out in a Senate-House conference.

Two amendments to the bill, on which the House reversed itself, were beaten down. The first would have barred communist countries from purchasing U.S. food and fibers with their own currencies as provided for under Title 1 of the law. In the second, the House reversed its vote of the day before and restored the President's discretion to make grants and loans on foreign currencies accumulated by P.L. 480 sales of food-stuffs in affected countries.

The chief bone of contention between the two versions remains, however, a provision in the Senate passed bill banning total payment by the government of freight bills for P.L. 480 cargoes hauled in U.S. flag bottoms. The Senate provision would, instead, require U.S. shippers to accept at least partial payment in foreign currencies that are often unstable and inconvertible.

Maritime labor and industry groups are strongly opposed to the provision, which they said would have "disastrous" effects on the U.S. merchant marine. The effect of the proposal, they maintain, would be another severe body blow to the already ailing marine industry. When the Senate passed the proposal, labor and industry leaders, including SIU President Paul Hall, wired House legislative leaders to ask them not to include the damaging provision in their version.

The House came through in that respect, and now it is up to the conferees to remove the provision from the final language of the act. Senator Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee, who is opposed to the provision, said he will try to have it killed.

Other differences in the two versions to be ironed out include the fact that the Senate version of the bill limits its life to two years while the House version is for three years.

Fire Hits Explorer; SIU Crewmen Safe

NEW YORK—The SIU-manned Globe Explorer (Maritime Overseas) was swept by a flash fire September 11 while 350 miles southeast of this port. Her 37-man crew, which was forced to take to the lifeboats in a stiff nor'easter with ten-foot seas, suffered no injuries.

The vessel was thirty hours out of Norfolk and bound for Rotterdam with a 20,000 ton cargo of MSTS coal when the disaster struck. The quick-spreading fire broke out in the engine room and soon enveloped the aft section of the ship. Both the master of the vessel, Captain Carl Jurgensen, and company officials had high praise for the cool courage and discipline of the crew.

The story of the disaster was related to the LOG by two crewmembers, Walter Mueller, deck delegate, and Chester Hughart, former ship's delegate, who had just been returned to shore by rescue vessels.

Blaze Started At 2:50 PM

Hughart said he had just come out on deck and Mueller said he was working near the 'midships hatches when the fire broke out at 2:50 p.m. Hughart said he looked up to see smoke everywhere. At first he thought it was coming from a blaze in the stack but soon he realized it was much more serious.

The black gang made an effort to control the blaze. When they saw their efforts were in vain they sounded the alarm.

With the flames raging out of control, Captain Jurgensen gave the order to abandon ship. Three lifeboats were launched smoothly, despite the heavy seas. At the time the area was still feeling the effects of Hurricane Ethel, then wreaking her havoc far to the south.

Meanwhile, the ship's radio officer, Marlin Rittman, was making a brave effort to send out an SOS. The radio shack, located directly forward of the engine room, was filled with smoke and the radio operator had to keep a towel over his face to stop from inhaling it. Mueller and Hughart confirmed the fact that the ship's natural draft had wafted smoke in nearly every direction.

Since the ship's powerplant had already been closed down to prevent spreading of the blaze, Sparks had to rely on the battery-powered emergency transmitter. He sent two quick messages—the first giving

the vessel's noon position and the second giving an estimate of her present position. Leaving the key on automatic SOS, Rittman joined the others in the lifeboats.

The lifeboats had to be launched fast, Mueller and Hughart said, because they were so near the blazing engine room. Both Seafarers

said that if the lifeboats were launched just ten minutes later they would have already been damaged by the fire.

Earlier the same day, the crew had gone through a well-executed fire and lifeboat drill. Now they were doing it for real—and it went just as well as the practice run. Hughart and Mueller had high praise for the SIU lifeboat crews' performance.

By 3:30 p.m., the boats were in the water and the men watched with heavy hearts as they drifted away from their flaming ship. Once in the boats, there was some anxiety among the crewmembers, Hughart and Mueller explained, when Sparks said he did not have the time to wait for an acknowledgement of his distress signal. There was fear, quickly overcome, that they would be left unnoticed in the heavy seas.

Heavy Seas

But their distress signal was heard, and as the lifeboats tossed in the building seas, Coast Guard aircraft were setting out on the rescue effort. The first plane was spotted at 6 p.m., and flares were fired to mark the position of the lifeboats. Soon more planes appeared, hovering over the three boats until the La Pintata appeared on the scene.

An Italian-owned, Panamanian-flag ore carrier, the La Pintata had heard the SOS also. Sighting the lifeboats she called to them to come alongside, and by the light of flares dropped by the Coast Guard during the twilight hour, the rescue work began. It was 7 p.m.

The men were taken off the boats, the last man climbing aboard the rescue ship at 8 p.m. The rescue effort had been slowed by the mounting seas, which were already reaching the 15-foot level.

After taking the men aboard, the La Pintata lifted up the lifeboats with her boom and took them aboard. The whole operation, from the discovery of the fire until the completion of the La Pintata's

(Continued on page 8)

SIU Training Valuable In Sea Mishaps

The SIU has long recognized that proper and adequate training are essential to good seamanship. Besides being an aid to Seafarers in the performance of their job, proper know-how can often mean the difference between life and death at sea.

This was one of the key considerations behind the institution of the SIU Lifeboat Training School, several years ago. Since then hundreds of Seafarers in all departments have taken the training and are graduates of the Lifeboat Training School.

The Globe Explorer crew's conduct recalls the performance of the SIU-manned SS Rio Grande early this year when Seafarers carried on lifeboat rescue operations saving 76 persons who had abandoned the burning Greek liner Lakonia in the Atlantic.

A number of the Seafarers involved in the lifeboat rescue operation had only shortly before completed their SIU Lifeboat Training and credited the course with the role they played.

The typically efficient manner in which Seafarers perform their functions in lifeboat operations is shown in the photo below and those on page nine, taken aboard the Steel Maker (Isthmian) during the always important shipboard fire and boat drill.

Fire And Boat Drill Aboard The Steel Maker



Seafarers above are engaged in a fire and boat drill aboard the Steel Maker (Isthmian). Many of the crewmembers aboard SIU-manned vessels are graduates of the SIU Lifeboat School and possessors of Coast Guard lifeboat tickets. The skills they learn in the school are practiced aboard ship so that if an emergency arises, Seafarers can act quickly and efficiently to protect their ship, themselves and their crewmates. For more pictures of fire and boat drill aboard the Steel Maker turn to page 9.

SEAFARERS LOG

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Your Union Benefits



By Al Kerr, Secretary-Treasurer

Prepare Now For SIU Scholarship

Seafarers all over the country have been watching their children troop back to school during the last few weeks. Many wise SIU men who are parents of teenagers are already turning their eyes toward next June and beginning to make plans for their children's education beyond the high school level. These are the members of the union who rightfully want to do their utmost to make sure that their sons and daughters can take every advantage that the future has to offer.

It is to SIU parents such as these, that we once again point out the wonderful opportunities available through the union Scholarship Benefit. For parents who want the best possible insurance for their graduating teenagers, it is never too early to begin planning to compete for this benefit.

Five scholarships are awarded each year to Seafarers themselves or the children of union members. The scholarship awards are each worth \$6,000 for four years of study at any college or university in the U.S. or its possessions in whatever academic field the winners decide to major in. Competition for the scholarships is conducted by the Maritime Advancement Program.

In the last issue of the LOG, a feature article described the characteristics of the winners of the 1964 SIU scholarships. The survey showed that all five displayed high academic ability, willingness to go all out to achieve the high goals they set for themselves and the desire to be of service to their own communities and the nation.

The SIU Scholarship Benefit was set up to help young people like these. The union feels that it is its obligation to make sure that both its own members and their children have the maximum to develop their talents to the point where they can make the world a better place to live.

Now Is Time

One of the most important reasons for starting to think about applying for the scholarship benefit at this time is that all applicants are required to take the college entrance examination which is given several times a year all over the country. Since these tests are one of the crucial factors in making the awards, applicants would be advised to make their arrangements for taking them well in advance. Teenagers can check with their high school counseling offices for information about the tests or should write Educational Testing Service, Box 592, Princeton, N.J.

Seafarers or SIU parents interested in making application for the Seafarers Scholarship Benefit should write to the Maritime Advancement Program, 17 Battery Place, 19th Floor, New York 4, New York.

To briefly review the requirements for eligibility for the scholarship awards, a Seafarer himself,

or an applicant's father, must have at least three years actual covered employment with companies signatory to the SIU Welfare Plan in addition to having ninety days employment time in the year prior to applying, as well as one day in the six month period prior to applying.

A Seafarer must be under the age of 35 but this age limitation may be waived for the active seaman having completed one or more years in an accredited college or university during the three-period immediately preceding his application for this benefit and provided he has maintained an average in high school or college in the top one-third of his class. Applicants who are dependent children of Seafarers must be unmarried when they apply, otherwise they are not considered dependent. Marriage, after the scholarship is awarded will not effect the scholarship.

Adopted children of eligible seamen are also able to apply for the benefit, provided they have been adopted for at least five years prior to making application.

Extra Study

The Scholarship awards may be used for post-graduate study in those instances where the Scholarship award winner completed his under-graduate work prior to having used the full four years of his scholarship award. However, in each case of this type, where the Scholarship award is to be used for post-graduate work, the Trustees must agree in advance to the award being used for that purpose. In addition, eligible dependent children of pensioners are eligible to participate in the scholarship award program.

In the event that a seaman wins one of the Scholarship Awards his welfare eligibility is automatically extended for the effective period of the scholarship, based on the eligibility he had at the time of his application for the scholarship.

In the selection of the scholarship winners, the following persons, all of whom are connected in some official capacity with a university, are the trustees:

Dr. R. M. Keefe, Dean of Admissions of St. Louis University.
Dr. C. D. O'Connell, Director of Admissions of the University of Chicago.
Dr. F. D. Wilkinson, Research Associate, Howard University.
Dr. B. P. Ireland, Northeast Regional Director, College Entrance Examination Board.
Miss Edna Newby, Assistant Dean of Douglass College.
Dr. E. C. Kastner, Dean of Registration and Financial Aid, New York University.

2 SIU Tugmen Go On Pension

Two more members of the SIU Inland Boatman's Union were added to the roster of pensioners last week, bringing to each of them a regular monthly check of \$150 in return for their years of service.

The two approved for pension are Thomas St. Germain, 70; and Bille Anderson, 65.

St. Germain is a resident of the gulf city of New Orleans, where



St. Germain



Anderson

he was born. His first job was with the Crescent Towing and Salvage Company, and he has remained with the company until his retirement, which became effective Sept. 1, 1964.

Anderson began working on tugs in 1922, and retired after being employed by the SIU-IBU contracted Merrit, Chapman, & Scott Company, working as either a diver or tender.

Eye 'Big Ditch' Replacement

New Canal Route Study Bill OK'd

WASHINGTON—Congress has passed and sent to the President a bill to provide for a \$17.5 million, 3½ year study of the best sea level route to link the Atlantic and Pacific oceans and replace the 50-year-old lock canal through Panama.

President Johnson, whose administration has wanted such a measure, was expected to sign the bill into law shortly. The administration has a survey team in Colombia now.

The bill was significantly amended in the House and accepted by the Senate. The final version—which was the House version—would authorize the President to appoint a commission of five persons from private life. These five would make annual progress reports and no later than June 30, 1968, would make a final report and recommendations to the President.

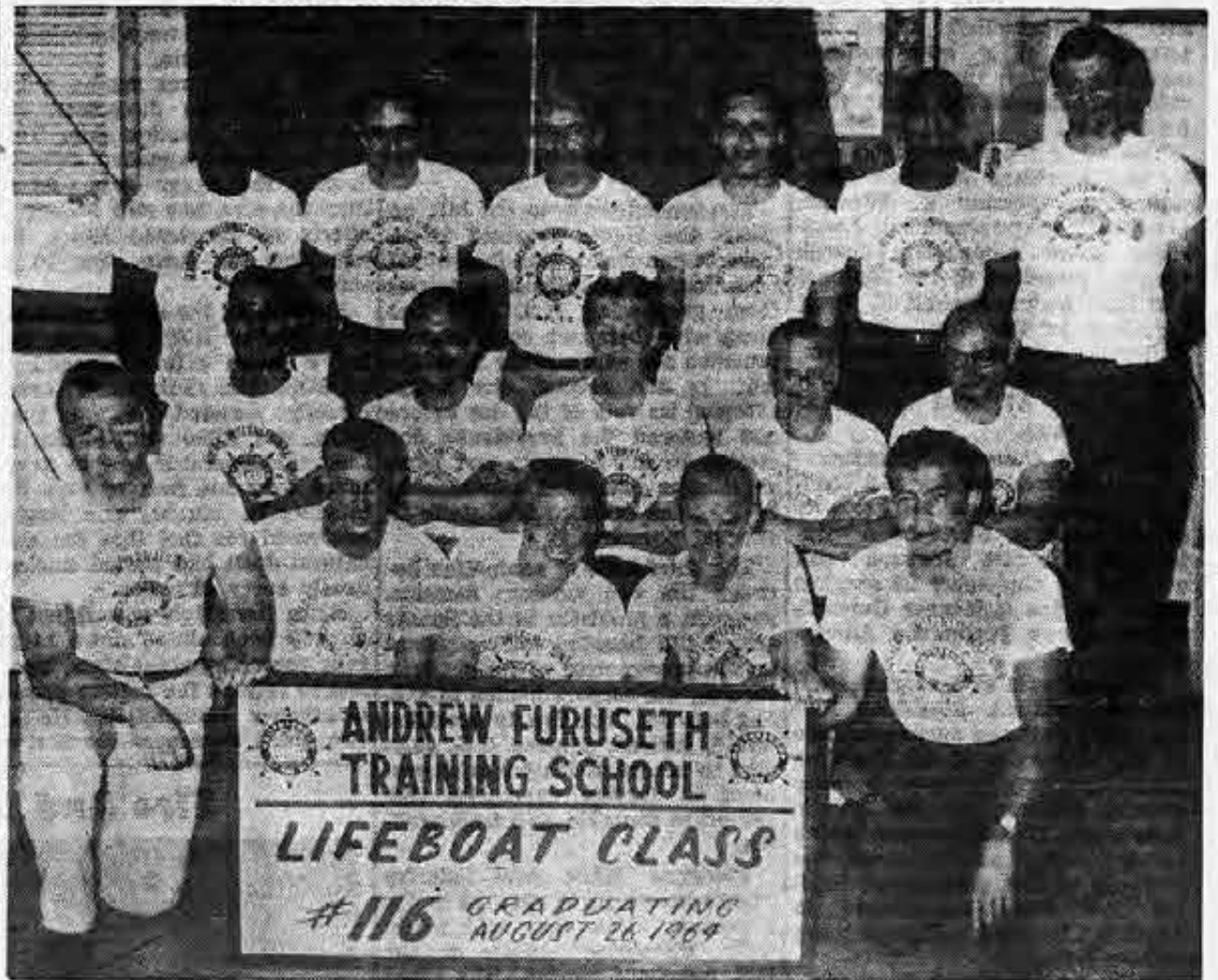
The final bill gave the study commission more time than would the earlier Senate version, but the House basically altered the composition of the commission by reducing its number from seven to five and, more importantly, to specify that its members be "from

private life." The Senate version would have had seven members, but three of these would have had to be the Secretary of State, Secretary of Army and the chairman of the Atomic Energy Commission. The Army Secretary is the stockholder of the government-owned present lock canal.

Various routes will be explored from the extreme northern tip of South America—in Colombia—to a long route across Mexico. The bill as finally passed placed no restrictions on the routes and urged consideration of the use of both conventional and nuclear power to make the needed excavation. Nuclear means may not be ready in time and also may be prohibited under the limited test ban treaty.

Construction of a new canal has been estimated to take as much as 15 years. The present canal in the politically-troubled Canal Zone was believed adequate for another 35 years of operations.

Graduation Day For Lifeboat Class 116



SIU Welfare, Vacation Plans

Cash Benefits Paid — July, 1964

	CLAIMS	AMOUNT PAID
Hospital Benefits	7,531	54,348.91
Death Benefits	19	40,921.92
Pension-Disability Benefits	599	89,850.00
Maternity Benefits	41	8,012.47
Dependent Benefits	770	115,663.28
Optical Benefits	562	6,918.78
Out-Patient Benefits	7,218	45,596.00
SUMMARY	16,740	361,311.36
Vacation Benefits	1,588	536,458.02
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD...	18,328	897,769.38

Members of Lifeboat Class 116 pose for their class photo at New York headquarters after passing all the requirements of the Coast Guard course with flying colors. The successful graduates, all now holders of lifeboat tickets, are (front, l-r) Michael Kennedy, Jimmie E. Johnson, Roger Lucas, Ronald Owens, Ramon Ayala; middle row, Glen James, Jack Wong, Martin J. Lynch, John G. Gross, Sol Vecchione; back row, Richard Gibbons, Roy W. Jaeger, A. J. Borek, Charles L. Curry, William Agee, instructor Arne Bjornsson.

MONEY DUE

The SIU Contract Department is holding checks for the following Union members from the settlement of various beefs. Members with money due may either write the Contract Department at headquarters or can come in person.

Alfred Hanstvedt, James H. Smith, Harrington Alexander, Robert C. Bujan, James L. Grant, Richard Heckman, Albin Samoska, E. Bailey, F. Carpenter, M. Chandler, F. Gordon, L. Harvey, H. Koppersmith, G. Steele, H. Treddin, W. Walker, L. Kyser, Marvin F. Kramer, William J. Walker, Jose E. McElreath, John W. Gibson, Francis M. Greenwell, Jose A. Paz, John J. Wynne, B. Brinson, C. Cedotal, J. Gonzales, H. Graham, J. Joynes, S. Puntillo, C. Scott, S. Stone, J. Vleria, E. Zebrowski and W. Stokes.



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

Important Election Year

The New York shipping picture remains strong. Because of the national elections, this is a year in which politics is getting up a full head of steam, here in New York as well as elsewhere in the nation. Much is at stake for working men and women and the AFL-CIO unions, including the SIU, will be active in order to protect the social gains which have been made over the years.

Dave Pashkoff (his mates call him "Shim"), is just out of the Staten Island USPHS. He's on the lookout for a Far East trip. Stanley Johnson, tired of life on the beach, is waiting for a chief steward's job and William Powers is after a pumpman's berth on a ship running coastwise.

William Dunham, a retired member, was around the New York hall recently. He came up north from Fort Lauderdale to visit with his ailing mother.

William Smith, a second cook and baker, is on the beach biding his time until a round-the-world trip comes through for him. Bill Horne, also on the beach, is waiting to ship as a bosun.

Boston shipping is slow for this period, but it is expected to pick up shortly. There were no sign-ons, payoffs or in-transits.

John Gaja, a 20-year union man who sails as an oiler, was sorry to see that floating hotel, the Mount Washington, go offshore. He's looking for another one like her.

Joseph "Dino" Garello, a chief steward last aboard the Transglobe, was sorry to see her go offshore. He couldn't stay with her because of family considerations, and he's looking for another coastline job. William Stewart, a wiper last off the Penn Sailor, had to get off her when she got laid up in Tampa. He's holding down the hall for a Far East run. George Blackmore, who sails as an AB, misses the Transudson now that she has joined the offshore fleet. He wants another coastliner.

Philadelphia

Philadelphia shipping slowed somewhat during the last period. Prospects look good for the next part, however. There were three payoffs, two sign-ons and six in-transits.

John Chaplinsky and James McLinden are on the beach after making a couple of trips on the St. Christopher. Both are Phillies fans and will sit around enjoying the comforts of home until the pennant race is cinched.

David Sorenson, just off the Fairport where he sailed in the blackgang, is ready to take any kind of run again but an Atlantic one. Jack Arillanes, off the deck department on the Commander, is another Phillies fan. He'll wait for the Series before shipping out again.

Baltimore and Norfolk

Baltimore shipping has been good and is expected to remain that way. Over the last two-week period there were six sign-ons, seven payoffs and 32 in-transits.

Norfolk shipping has been slow during the month of August. Its beginning to pickup, though. There were three payoffs, three sign-ons and three in-transits.

Lacy Walker, an AB and a 15 year union man, is just off the Achilles. He'll spend a couple of weeks at home in North Carolina before looking for another berth on a tanker.

David Jones, also just off the Achilles, vacated her because he was afraid somebody might think he was trying to homestead the ship. Now he's looking for another good tanker.

Auston Atkinson, working on the beach the last four months, is registered again and is hoping to make a job on the Keva Ideal when she crews up.

John Harris had to leave the Hurricane when his son became hospitalized and had to be operated on. The lad is better now, however, and John is ready to ship again.

Puerto Rican shipping has been fair over the last period with 12 ships in-transit. Stateside tug and

barge traffic is on the upswing. The Gatco Alabama, came in recently with an 8,700 ton barge load of soda ash. A few weeks ago, the Peggy Sheridan came in with a barge load of creosoted logs.

Puerto Rico

On the island labor front, the SIU Puerto Rican division has completed negotiations with the Shell Oil Refinery. As in the Esso negotiations, sizeable wage increases and improved working conditions will go to Shell employees as a result of the bargaining.

The strike of Glass Workers against the Puerto Rico Glass Company has been very effective, causing a shortage of bottles which may force the rum makers to close down for awhile.

A 42-hour minimum work week for workers in Puerto Rico and the Virgin Islands, newly covered by the Fair Labor Standards Act, went into effect September 3. Time and one half will be paid over 42 hours, and coverage will now include certain retail and service industry.

In other news around the island, a massive \$27.5 million program for the construction of public housing and low cost homes will be getting underway in a few weeks time.

A \$20 million International Trade Center to serve Puerto Rico, the United States and the Caribbean will be built in the San Juan metropolitan area. It will cover 15 acres of ground and should be ready by 1968.

Stanley E. Duda, just off the Elizabethport, spent a few days on the beach to enjoy the sun and the local attractions and then shipped out on the Seatrain Texas. "Red" Donahue, who just came off the Fairland, is planning to take it easy on the beach until the right ship comes along.

File Complete Minutes' Form

SIU ship's delegates, meeting chairmen and secretaries who forward the ship's minutes to headquarters are urged to make sure they fill out an important section on the back of the form. This portion, located at the bottom on the left, relates to the ship's itinerary and the mail situation, including packages of the SEAFARERS LOG sent to all ships when each issue is published. Seafarers who fill out the minute's form can provide headquarters with a handy means of checking the accuracy of mailing lists by completing this particular section before sending in their meeting report.

Officer Says Navy Ignores Future Convoy Protection

The lessons of convoy protection, learned the hard way by the Navy during World War II when U-boat packs and merchant raiders roved the seas preying on shipping, are being forgotten, an article in an official U.S. magazine has warned.

American merchant ships will be easy targets for an enemy in any future war unless the Navy dusts off the old files on shipping protection and begins to give more attention to the problem, the article by Lt. Cmdr. Edward R. Summerfield, USN, in U.S. Naval Proceedings asserted.

As things are now, a large proportion of the merchant fleets of the United States and her allies would be lost before effective steps to protect them could be organized, Summerfield says.

He argues that the Navy is concentrating too much on offensive and strike capability strategies and not enough on the less spectacular but vital duty of protecting merchant shipping.

The officer's main criticism is that the Navy is not providing enough leadership and emphasis to take care of the situation. "The number of officers in the Navy with primary duties in naval control and protection of shipping can be counted on one's fingers," the article says.

And though there are two officers assigned to a matter like postal affairs, there is not one officer in the Office of the Chief of Naval Operations with primary duties in the merchant ship protection field, the article added.

Summerfield called for the assignment of an officer of captain rank "with a voice at the Navy Department level" to take charge of the problem. "Until then," he warned, "there may be piecemeal efforts made at lower command levels, but no concerted movement

towards protection of our merchant vessels."

The Navy is not entirely unaware of the problem, however. In the same issue of the magazine in which Summerfield's article was featured, there was a review of anti-submarine warfare, "An approach to ASW," by Lt. Cmdr. Allan N. Glennon, USN.

Summerfield also warned in the article that submarine capabilities have outpaced protective measures. The Russians, our probable enemy in any large conflict, already possess more submarines—many of them very modern—than our navy, their numbers even outrunning the amount of anti-submarine and escort vessels in our active fleet. Many of these Soviet subs are equipped with surface-to-surface missiles that could be used against shipping, in addition to their conventional torpedo armament.

Much of the United States' re-

serve escort and anti-sub fleet is made up of vessels of World War II vintage that are too slow to be effective against the nuclear-powered and other up-to-date U-boats the Soviets keep building.

Nuclear-tipped missiles and long-range aircraft have added to the dangers merchant ships would have to face in any war. "The convoy strategy has yet to be proved with nuclear weapons," the officer wrote, "but history suggests that it will continue to be the best way of getting the ships through safely."

He also cautioned against an over reliance on the high speed of many of our new freighters as a protective measure. Submarines are now even faster than such freighters, and the very speed of the merchantmen may accomplish nothing more than identifying them as particularly choice targets, he said.

Agreement Settles Judy Bond Dispute

An agreement ending a dispute between the Ladies Garment Workers and the United Garment Workers over bargaining rights at a "runaway" plant in the South was announced by AFL-CIO Pres.

George Meany after a meeting of the federation's Executive Board.

Meany said the agreement was

negotiated by a subcommittee composed of AFL-CIO Vice Presidents George M. Harrison, Paul L. Phillips and Paul Hall of the SIU. It resolves a dispute between the two unions involving Brewton Fashions, Ltd., maker of Judy Bond clothing for women.

Charged Runaway

The dispute arose after the ILGWU struck the Judy Bond firm in 1962, charging that Judy Bond, after 28 years of contractual relations with the ILGWU in New York City, "ran away" from the union and its employes during contract negotiations.

The firm adopted a new corporate name in Alabama, the ILGWU charged, resumed operations there and signed a contract with the UGW in spite of the fact that the ILGWU had struck Judy Bond and was conducting a nationwide "don't patronize" campaign.

The ILGWU asked the Executive Council for permission to "raid" the UGW, claiming justification for the raid under the "disputes" section of the AFL-CIO constitution. The council voted to grant permission.

Subcommittee Named

Later the ILGWU brought further charges against the UGW and the Executive Council appointed the subcommittee which negotiated a settlement in meetings with ILGWU Pres. David Dubinsky and UGW Pres. Joseph P. McCurdy.

Harrison is chief executive of the Railway Clerks, Phillips heads the Papermakers & Paperworkers. Hall is president of the Seafarers.

The ILGWU's dispute with Judy Bond has been waged since December, 1961, when the employer broke away from the employers' association, and set up a new plant in Alabama, leaving long-term employes jobless. Since then the firm has been ordered by the dress industry arbitrator to pay damages of \$108,762 to the union and its employes for breach of contract.

Four SIU Veterans Retire On Pensions



Gabriel Stringfellow Morales Landa

Four veteran Seafarers have joined the growing ranks of the SIU oldtimers who have retired to dignity and comfort with the help of a regular \$150 monthly pension check. The four new pensioners bring the total number of pensions awarded to Seafarers during 1964 to 59.

All four of the men will receive a regular \$150 pension; and all have spent their years in the SIU sailing deep sea.

The latest pensioners are Dalton A. Gabriel, 70; Charles L. Stringfellow, 44; Jose C. Morales, 65; and Thomas Landa, 65.

Gabriel became a member of the SIU when he signed up in Boston in Jan., 1939, just after the Union was first formed. He ended his days as an active seafarer when he made his last trip on the Cities Service Norfolk. A native of the British West Indies, he presently makes his home in Roxbury, Mass. He spent his time at sea sailing in the steward department.

Stringfellow is an SIU member that held his rating as a steward. A long time member of the Union, he joined in 1938 in Mobile, Ala.

Stringfellow took his last trip aboard the Alcoa Runner. He makes his home in Mobile, Ala., in the state of his birth, with his wife, Pearl.

Morales ended his many years of sailing as an SIU member in the engine department as a wiper. He first became a Seafarer when he joined the Union during the War in the port of New York, and spent his last sailing time aboard the Overseas Joyce. Morales was born in Puerto Rico and makes his home in Ponce, Puerto Rico, with his sister, Sofia Morales.

Landa is an old Seafarer with many years of sailing time on the logs and has been a member of the SIU since he joined in New Orleans in 1939. During his years of sailing he became a chief cook and last sailed aboard the Del Sud (Delta) in that capacity. A native of Spain, Landa will make his home in New Orleans with his wife and children.



SEAFARERS ROTARY SHIPPING BOARD



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

August 29 - September 11

Although the job situation took a slight downswing during the last two weeks, shipping remains very good, with the figures showing activity only slightly below the highs recorded some weeks ago. A total of 1,266 Seafarers shipped out as compared with 1,319 the period before. The decrease in the number of job calls was reflected evenly in all three job departments.

Shipping on the East Coast was mixed, with the largest declines in Boston and Baltimore. Philadelphia and Jacksonville also slowed somewhat, but this was offset by large gains in New York, Norfolk and Tampa.

On the West Coast the trend was generally down, with Wilmington and Seattle showing declines, while San Francisco bounced back from a slump period to ship almost twice the number of jobs.

Effects of the previous two weeks of active shipping has been felt in the number of registrations during this reporting period. A total of 1,142 registered, compared

with 1,252 the previous period. The total number of SIU men registered on the beach also took a downturn, dropping from 3,774 to 3,722.

The change in the job situation had a slight effect upon statistics picturing the seniority situation which has changed for the first time in several weeks, although the variations were slight. The percentage of Class A men shipped dropped two points to 53 percent, compared to 55 percent in the previous reporting period. Class B registration went up 3 points to 35 percent, changing for the first time in several weeks. Class C registration dipped to 12 percent during the period as compared a point higher the period before.

The number of payoffs recorded during the period dropped considerably, recording 55 during the last two weeks as compared with the previous period figures of 64. At the same time however, sign-ons took a healthy jump to 43, as compared to 37 the period before.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	0	0	1	1
New York	14	4	21	39
Philadelphia	3	3	7	13
Baltimore	3	5	6	14
Norfolk	3	3	8	14
Jacksonville	0	0	11	11
Tampa	1	0	8	9
Mobile	5	5	3	13
New Orleans	13	15	12	30
Houston	5	4	18	27
Wilmington	0	0	3	3
San Francisco	2	2	6	10
Seattle	3	2	4	9
TOTALS	52	43	108	193

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	3	0	4	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	27	8	42	0	3	5	8		
New York	20	49	9	78	3	10	23	36	14	38	12	64	1	18	15	34	0	9	9	18	64	34	18	116	102	149	24	275	5	43	71	119
Philadelphia	5	7	0	12	0	7	6	13	7	6	3	16	0	1	4	5	0	1	1	2	16	5	2	23	15	18	4	37	1	5	12	18
Baltimore	3	8	1	12	1	6	8	15	5	18	2	25	0	5	2	7	0	1	0	1	25	7	1	33	44	58	8	110	0	17	21	38
Norfolk	3	5	1	9	1	2	4	7	2	11	2	15	1	3	8	12	0	1	0	1	15	12	1	28	14	17	2	33	0	11	12	23
Jacksonville	0	2	0	2	1	2	2	5	1	1	0	2	0	1	1	2	0	0	0	0	2	2	0	4	3	5	0	8	2	7	8	17
Tampa	1	2	3	6	0	0	2	2	0	2	0	2	0	0	0	0	0	0	0	0	2	0	0	2	5	6	4	15	1	2	4	7
Mobile	8	11	9	28	0	3	2	5	5	4	2	11	2	10	7	19	1	0	0	1	11	19	1	31	34	37	9	80	0	6	20	26
New Orleans	25	31	14	70	3	23	15	41	28	51	7	86	0	19	31	50	2	13	2	17	86	50	17	153	50	60	15	125	3	35	62	100
Houston	14	33	1	48	1	4	10	15	10	23	10	43	2	9	7	18	0	2	2	4	43	18	4	75	52	75	19	146	2	17	50	69
Wilmington	3	4	2	9	1	1	2	4	1	1	1	3	0	1	0	1	0	0	0	0	3	1	0	4	11	21	6	38	1	8	12	21
San Francisco	4	5	0	9	1	13	2	16	3	12	4	19	0	9	5	14	0	1	0	1	19	14	1	34	20	22	1	43	2	15	12	29
Seattle	8	4	3	15	0	9	2	11	1	6	4	11	0	5	0	5	0	0	0	0	11	5	0	16	31	24	5	160	0	34	17	51
TOTALS	95	164	43	302	12	81	80	173	77	173	47	297	6	81	80	167	3	28	14	45	297	169	45	509	388	519	105	1012	17	203	306	526

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	2	16	0	7	4	11	
New York	10	32	6	48	3	23	14	40	8	25	3	46	4	19	19	42	2	4	9	15	46	42	15	103	53	117	21	191	10	54	57	121
Philadelphia	0	6	4	10	0	3	5	8	0	4	2	6	1	1	0	2	0	0	0	0	6	2	0	8	2	10	4	16	0	9	7	16
Baltimore	5	5	1	11	1	5	2	8	3	12	0	15	0	2	4	6	0	0	1	1	15	6	1	22	13	45	8	66	3	16	25	44
Norfolk	0	6	1	7	1	1	1	3	0	5	3	8	0	4	4	8	0	4	0	4	8	8	4	20	3	20	1	24	2	10	12	24
Jacksonville	0	2	0	2	0	4	2	6	0	2	0	2	0	1	0	1	0	1	1	2	2	1	2	5	1	3	0	4	1	5	2	8
Tampa	2	0	2	4	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5	0	0	5	2	8	1	11	0	2	1	3
Mobile	4	10	3	17	1	8	6	15	2	3	4	9	0	4	3	7	0	4	0	4	9	7	4	20	11	31	3	45	1	17	19	37
New Orleans	11	27	5	43	2	27	20	49	10	41	2	53	1	29	18	48	2	23	6	31	53	48	31	132	23	70	13	106	3	49	46	98
Houston	9	19	2	30	1	18	11	30	12	24	3	39	0	21	1	35	1	1	3	5	39	35	5	79	26	56	3	85	3	36	36	75
Wilmington	2	1	1	4	0	3	2	5	1	1	0	2	0	0	0	0	0	0	0	0	2	0	0	2	9	11	3	23	3	7	9	19
San Francisco	1	13	2	16	1	3	5	9	3	11	4	18	3	4	1	8	1	3	0	4	18	8	4	30	8	30	7	45	2	10	8	20
Seattle	2	8	0	10	1	3	2	6	0	9	1	10	0	0	2	2	0	0	0	0	10	2	0	12	7	31	2	40	1	18	11	30
TOTALS	46	129	28	203	11	100	70	181	39	152	22	213	9	85	65	159	6	40	20	66	213	159	66	438	160	444	68	672	29	240	237	506

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B							
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP							
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL	
Bos	1	0	0	0	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5	4	13	0	0	3	3				
NY	5	13	6	19	43	1	3	9	13	3	9	14	20	46	1	2	15	18	0	0	10	10	46	18	10	74	27	71	37	55	190	7	4	31	42	
Phil.	0	2	1	6	9	0	0	1	1	0	1	0	1	2	0	1	1	2	0	0	6	6	2	2	4	5	7	13	29	0	1	5	6			
Bal.	0	3	0	6	9	2	0	3	5	0	3	1	5	9	1	0	1	2	0	0	5	5	9	2	5	16	12	22	13	21	68	2	2	24	28	
Nor.	1	1	1	6	3	0	1	5	6	0	2	2	2	6	0	0	6	6	0	0	6	6	0	12	11	5	4	1	21	0	2	20	22			
Jac.	1	1	2	0	4	0	2	3	5	0	0	0	0	0	0	3	3	0	0	1	1	0	3	1	4	1	2	2	0	2	2	4	4			
Tam.	1	1	0	2	4	0	0	1	1	0	2	1	1	4	0	0	0	0	0	0	0	0	0	4	2	2	4	5	13	0	0	0	0			
Mob.	1	4	3	1	9	1	1	3	5	1	4	0	4	9	1	0	5	6	0	0	0	0	0	9	6	0	15	8	6	8	19	41	2	1	19	22
NO.	5	5	6	24	40	5	2	30	37	5	9	6	20	40	3	3	38	44	3	1	10	14	40	44	14	98	16	20	23	59	118	4	4	75	83	
Hou.	8	10	2	8	28	1	2	15	18	4	7	4	9	24	2	0	15	17	1	0	3	4	24	17	4	45	33	19	10	24	86	7	4	27	38	
Wil.	0	2	0	2	4	2	1	2	5	0	0	1	1	2	0	0	0	0	0	0	1	0	0	1	5	6	5	6	22	3	2	10	15			
SF.	1	4	0	2	7	0	1	2	3	2	4	0	8	14	0	0	9	9	0	0	3	3	14	9	3	26	14	6	6	16	42	1	2	7	10	
Sea	4	1	2	3	10	1	1	8	10	0	0	3	3	1	0	10	11	0	0	0	3	11	0													



Beef Box

By Robert A. Matthews,
Vice-President, Contracts, & Bill Hall, Headquarters Rep.

Steward Dept. O.T. Clarified

Among a number of questions received from crewmembers is one from a steward that is a beef about beef:

Question: I have been butchering half a cow without the payment of overtime. They weigh from 70 to 90 pounds. Please send clarification on the butchering of same.

Answer: When carcass beef, in eighths or larger, is carried, the man required to butcher this beef shall be paid a minimum of six hours overtime weekly for butchering.

Reference: Article V, Section 20, Standard Freight Agreement: "OVERTIME FOR BUTCHERING. When carcass beef in eighths or larger is carried, the man required to butcher this beef shall be paid a minimum of 6 hours overtime weekly for butchering. This shall not apply when a butcher is carried."

Many questions coming into Headquarters seem to be concerned with watch time. Here are a couple.

Question: An A.B. on the 4 to 8 watch became ill and could not stand his watch. The Captain shifted an A.B. from the 8 to 12 watch until the sick A.B. returned to work. The Carpenter thinks he should have been put on the 4 to 8 watch rather than the 8 to 12 because on the 4 to 8 watch he would have made more overtime.

Answer: The Captain has the right to assign the Carpenter to the watch that he, the Captain, decides is best.

Reference: Article III, Section 4(A) of the Standard Freight Agreement: "BOATSWAIN OR CARPENTER STANDING WATCH. (a) If the Boatswain or Carpenter is required to stand watch due to a shortage of men, such watches stood between the hours of 5 p.m. and 8 a.m., Monday through Fridays, and from midnight to midnight on Saturdays, Sundays or Holidays, shall be paid for at their regular overtime rate. However, all such watches shall be in addition to their regular duties as Boatswain or Carpenter. In such cases, there shall be no division of wages."

Question: The situation: Vessel arrived in Galveston, Sunday at 7:48 A.M.; as it was due to shift to Houston and sail from port prior to midnight of the following day the Chief Engineer broke and set sea watches for FWT at midnight, Sunday, in accordance with the agreement. After numerous delays vessel finally sailed from Houston at 6:15 P.M. Thursday, the FWT's remaining on sea watches the entire stay in port. Fireman-Watertenders claim overtime for all watches stood (day and night) after 24 hours (midnight Monday) until the vessel sailed (6:15 PM Thursday). Overtime has been okayed for watches stood only after 5 PM and before 8 AM from midnight Monday until vessel sailed (6:15 PM Thursday).

Answer: Based on the foregoing, the Company is correct. Overtime for the Fireman-Watertender would be payable only for those watches which were stood after 5 PM and before 8 AM from midnight, Monday, until the vessel sailed at 6:15 PM, Thursday.

Reference: Article IV, Section 7, Standard Freight Agreement: "BREAKING WATCHES. When a vessel is in port as defined in Article II, Section 34, and is scheduled to remain in port twenty-four hours or longer, sea watches shall be broken. When scheduled stay of vessel is less than twenty-four hours, sea watches shall be maintained. If sea watches are to be broken, they shall be broken when "Finished with Engine" bell is rung.

"When the vessel arrives in port and is to depart prior to midnight of the following day, sea watches for those men who are to maintain donkey watches shall not be broken.

"When the vessel arrives in port and is scheduled to depart after midnight of the following day, sea watches for those men who are to stand donkey watches shall be broken at midnight on day of arrival.

"On day of arrival any part of a sea watch from midnight until 8 a.m. shall constitute a complete watch. This shall not apply to men who are to stand donkey watch. When such arrival occurs on a Saturday, Sunday or Holiday, overtime shall only be paid for hours actually worked on such watch. When watches are not broken in port and vessel's stay exceeds 24 hours in port, overtime shall be paid for all watches stood after 5 PM and before 8 AM after 24 hours. If watches are broken in a port after having been maintained for a period of time, overtime shall be paid for all watches stood between time of arrival and breaking watches. This shall not apply when the crew is being paid overtime for standing watches. This excludes men standing donkey watches."

The job of the bosun in two specialized situations is clarified in these two questions.

Question: This vessel does not carry a Carpenter; just a Bosun and two Daymen. The Bosun and Daymen while working in the messhall after 5 PM were required to lay a section of the deck with Magnicite cement. Time it took to put in this work was turned in at the rate of overtime and one-half. Mate disputed it, claiming there is nothing covering it in the contract and will only pay straight o.t. until he is shown otherwise, considers it routine deck work.

Answer: It is our opinion that the section quoted by you is correct and that all work performed during the regular working hours would be paid at the straight overtime rate and overtime and one-half would be paid for all work performed after 5 PM and before 8 AM.

Reference: Article III, Section 12(c) of Standard Freight Agreement: CARPENTER'S DUTIES. (c) When members of the deck department are required by the officer-in-charge to perform regular carpenter work they shall be paid straight overtime for their watch on deck and overtime and one-half for their watch below."

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 members who were sent clarifications on various subjects during the past few days include the following:

- James J. Boland, ship's delegate;
- Robin Kirk; Al Maisonet, ship's delegate, Oceanic Tide; Paul L. Whillow, ship's delegate, Hercules Victory; Joe Searamutz, Alcoa Mariner; Leo Paradise, Eldorado; Rene J. Astin, Monticello Victory; and F. Ouweneel, Niagara.

Two Raitug Oldtimers On Pension

NEW YORK—Two more veteran members of the Railway Marine Region have joined the growing list of pensioners that have been approved by the trustees of the retirement program.

Both tugmen, Fritz Samot, and Walter E. Norris, will receive a regular \$150 pension check monthly as long as they live. Samot sailed in the deck department throughout his career.



Norris



Samot

He last sailed as mate aboard the New York Central's Tug 32. He plans to settle down in his home in Brooklyn, N.Y., and spend some time with his daughter and six grandchildren. Before starting his career on tugs, Samot spent several years sailing deep sea.

Norris sailed for the Pennsylvania Railroad for many years, and has worked in all departments, retiring after working as a railroad bridgeman. Norris has been sailing tugs around N.Y. Harbor since 1918. He plans to settle down in California with his daughter, spending his time with his five children, 11 grandchildren, and two great grandchildren.

SIU Man's Daughter Wins Honors

NORTHUMBERLAND, Pa. — SIU-United Industrial Workers member Charles Spruell, a union chief shop steward at the Paulsen-Webber Cordage Company plant in nearby Sunbury, is talking proudly about his 17-year-old daughter, Ann Marie, who just graduated high school, taking a load of honors with her into the world of business.

Ann Marie, who completed Northumberland High this spring,



Charles & Ann Marie Spruell

won a typing award and four shorthand honors from the Gregg Shorthand Company. She will use her skills in a position with the First National Bank of Sunbury.

Her father, Charles, has been an SIU member for seven years and a chief steward for four years. He is employed as an electrician at the Paulsen-Webber plant, which is a major manufacturer of fiber ropes and canvas products for marine use. All seven Paulsen-Webber plants are under SIU-UIW contract.

Hall The Scallop Queen



Carl Olsen (left) daughter of SIU New Bedford Fishermen's Union member Magnus K. Olsen, is shown above being crowned queen of the 1964 Scallop Festival. Doing the honors is the 1963 Scallop Queen, Arlene Dutra.



By Lindsey Williams, Vice-President, Gulf Area

Labor Day Rally Held In New Orleans

The weekend Labor Day holiday was kicked off in New Orleans with a big rally at the SIU Hall. The affair was the Fourth Annual Friends of Labor Night sponsored by the Greater New Orleans AFL-CIO and attended by trade unionists and civic, business and political leaders, including many parish, city, state and federal officials.

The principal speaker was Hale Boggs, U.S. Representative from Louisiana's Second Congressional District. Democratic Whip in the House, he is one of the most influential members of Congress.

His address launched the AFL-CIO campaign in support of President Lyndon B. Johnson, vice presidential candidate Hubert Humphrey and Democratic candidates in the state who have opposition in the general election. Boggs is one of those who has Republican opposition.

The election will be held on November 3. It is of vital importance to every SIU member and his family and everyone should take steps, when in his home port, to make certain that he is registered to vote, along with his family and friends, all of whom should be advised of the importance of this election. Acquaint yourself with absentee voting procedures so that you can make certain your vote will be counted, even if you are at sea on election day.

Shipping has continued to maintain a lively pace in the Gulf. It has been better than fair in Houston, despite the continued tie-up of grain elevators there. It has been booming in New Orleans and good in Mobile.

Among those who recently hit the beach in Mobile is George Bales who has been sailing out of the Gulf in the deck department since 1938. After eight months on the Montpelier Victory he got off, registered in Group 1, and plans to catch up on his fishing while enjoying life with his family in Mobile for awhile. Bernard Graham, another oldtimer, got off the Topa Topa when she paid off in New Orleans and registered in Mobile. Graham, who lives with his sister in Theodore, Ala., plans to stay ashore about three months and pass the time, perhaps profitably, shrimping. John M. Lamb, who has been shipping out of the Gulf for more than 20 years, quit the electrician's job on the Alcoa Voyager so he can be on the beach for a big event—the marriage of his daughter in October. Eddie Bowers who was last on the Council Groves has been home with his family in Mobile for awhile and says he is ready to take any baker's job that hits the board.

A visitor in New Orleans for a few days before he shipped out as an AB on the Topa Topa was Theodore "Red Griff" Griffith, another of the real oldtimers. Red spent his time between ships visiting with friends and relatives around his home neighborhood in the Defuniak Springs and Panama City, Fla., area. Another "Florida Cracker" who made the Topa Topa was Jake Wood who came over from Tampa to ship out. Wally LaNasa, who registered late in July, is still on the beach, but probably will be ready to go soon.

Among those on the beach in Houston are Earl McKaskey who paid off the Penn Sailor in Jacksonville after a trip to India. He is ready to go again and says he will take a day man or bosun's job on any long trip. Vernon Hall, who quit the chief cook's job on the Margaret Brown for a rest is making the job calls, ready to grab the first cook's job that comes up. Clarence Hemly, who last sailed as chief electrician on the Alice Brown, hopes to make an Isthmian job. Charles Demers who made his last trip as an AB on the Trans Hatteras is registered in Group 1 and is looking for a long voyage. Jessie Metcalf is ready to go again after a long rest. He last sailed deck maintenance on the Alice Brown. Jerry McCarthy paid off the Producer after a trip to Egypt.

Annual Report for the Period of April 1 to July 15, 1963

Great Lakes Seamen's Welfare Fund
17 Battery Place, New York 4, N. Y.

To the Superintendent of Insurance of the State of New York

Notes: (1) All data in the Annual Report is to be copied from the Annual Statement. Where a copy of U.S. Department of Labor Form D-2, has been filed in lieu of pages 6 to 14 of the New York Annual Statement, the Summary Statement of Assets and Liabilities (Exhibit B-1) and the Summary Statement of Receipts and Disbursements (Exhibit B-2) of Form D-2 may be substituted for Pages 2 and 3 herein.
(2) The Annual Report is required to be filed, in duplicate, not later than Address replies to New York State Insurance Department, 55 John Street, New York 38, N.Y.
(3) The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 55 John St. New York 38, N.Y.

EXHIBIT B-1

SUMMARY STATEMENT OF ASSETS AND LIABILITIES

Assets		
1. Cash		\$ 43,321.58
2. Bonds and debentures		
(a) Government obligations	—0—	
(b) Nongovernment bonds	—0—	
(c) Total bonds and debentures	—0—	
3. Stocks		
(a) Preferred	—0—	
(b) Common	—0—	
4. Common trusts	—0—	
5. Real estate loans and mortgages	—0—	
6. Operated real estate	—0—	
7. Other investment assets	—0—	—0—
8. Furniture and Equipment	—0—	5,242.84
9. Less: Reserve for Furniture & Equipment		(5,242.84)
10. Other assets		
(a) Contributions Receivable	\$ 76,332.89	
(b) Due from Other Funds	2,763.48	
(c) Miscellaneous Receivables	781.57	79,877.94
11. Total assets		\$123,199.52
Liabilities and Funds		
12. Insurance and annuity premiums payable	—0—	
13. Benefits Payable	47,252.51	
14. Accounts payable & Accrued Expenses	10,422.91	
15. Payroll taxes Payable	1,485.42	
16. Total liabilities		59,160.84
17. Funds and reserves		
(a) Reserve for future benefits and expenses	—0—	
(b) Fund Balance	64,038.68	
(d) Total funds and reserves		64,038.68
18. Total liabilities and funds		\$123,199.52

EXHIBIT B-2

SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS

Receipts		
1. Contributions		
(a) Employer Per Schedule Attached	\$177,109.58	
(b) Employees	—0—	
(c) Others (Specify)	—0—	
2. Interest, dividends, and other investment net income	300.00	
3. Gain (or loss) from disposal of assets, net	—0—	
4. Dividends and experience rating refunds from insurance companies	—0—	
5. Other receipts		
6. Total lines 1 to 5, inclusive		\$177,409.58
Disbursements		
7. Insurance and annuity premiums paid to insurance companies for participants benefits		—0—
8. Benefits provided other than through insurance carriers or other service organizations		202,942.50
9. Administrative expenses		
(a) Salaries (Schedule 1)	29,524.11	
(b) Fees and commissions	5,821.20	
(c) Interest	—0—	
(d) Taxes	2,351.95	
(e) Rent	2,547.84	
(f) Other administrative expenses	12,140.65	52,385.75
10. Other disbursements		
(a) Trustees' Meetings Expense	1,114.90	
(b) Travel and Auto Expenses	233.68	1,348.58
11. Total lines 7 to 10, inclusive		256,676.83
12. Excess (deficiency) of receipts over disbursements (line 6, less line 11)		(79,267.25)
Reconciliation of Fund Balances		
13. Fund balance at beginning of year		—0—
14. Excess (deficiency) of receipts over disbursements (line 12)		(79,267.25)
15. Other increases or decreases in funds		
(a) Elimination of Reserve for those receiving the special disability benefit and welfare benefits to them and their dependents	143,305.93	143,305.93
16. Fund balance end of year		\$64,038.68

**ANNUAL REPORT OF THE
GREAT LAKES SEAMEN'S WELFARE FUND**

STATE OF New York }
COUNTY OF New York } SS.

and

Trustees of the Fund and
being duly sworn, each for himself deposes and says that this Annual Report is true to the best of his information, knowledge and belief.

Employer trustee: s / Max Harrison Subscribed and sworn to before me this
9th day of January, 1964.

s / John J. Raguseo

Employee trustee: s / Al Kerr

JOHN J. RAGUSEO
Notary Public, State of New York
No. 30-8482865
Qualified in Nassau County
Cert. filed in Nassau Co. & N.Y. Co.
Commission Expires March 30, 1964

Fire Hits The Globe Explorer

(Continued from page 3)

rescue operation had taken just 4½ hours.

The next day, the Coast Guard cutters Owasco and Cherokee met the La Pintata, and the Owasco removed the crew, taking them to New London, Conn. Captain Jurgensen, the chief mate, engineer and bosun Horace Mobley were taken onboard the Cheokee, where they proceeded to the Globe Explorer, now riding dead in the water, to effect salvage operations. Members of the crew volunteered to join the salvage mission but Captain Jurgensen declined their offer.

The fire had been an especially bad one as far as the crew was concerned. Though there had been no injuries, the men had lost all their personal belongings — and their pay. The ship had paid off in Norfolk less than 48 hours earlier and the crewmen had their salaries with them. The cash was lost to the blaze.

In New London, the survivors

were fitted out with clean clothes. Hughart and Mueller came to SIU Brooklyn headquarters where they told their story.

In New York, company officials had high praise for the conduct of the SIU crew during the abandoning operation. "The crew was well-disciplined, showed absolutely no panic and demonstrated real good seamanship," said one company official.

Crewmembers, in turn, said all safety equipment on the ship was in good working order, and they lauded the SIU safety program for helping to maintain the high standards.

Meanwhile, Captain Jurgensen and his three men, aided by five Coast Guardsmen who had been dropped on the Globe Explorer by helicopter, were struggling to take a tow line from the Cherokee. After much work, the line was made fast, but heavy seas, whipped up by hurricanes Ethel and Dora, whose dying remnants were still a danger to shipping, forced the

cutler to break the tow on Sunday, September 13.

As the LOG went to press, company officials reported that the Globe Explorer was under tow again and expected to make port in Norfolk by Sunday, September 19.

When she arrives she will be surveyed by underwriters, and representatives of the American Bureau of Shipping to determine the extent of her damage and whether or not she is salvagable.

The 20,000 tons of coal she was delivering to the Netherlands is believed to be in good shape and untouched by the fire. The cargo is expected to be reloaded on another vessel.

Seafarer Mueller, 62, who has spent 42 years going to sea, told the LOG that the Globe Explorer fire was his second bout with disaster. On January 6, 1942, he was aboard the William S. Rosecranz when she was torpedoed off the Italian coast by an Axis sub.

New Deep-Diving Sub To Seek Oceans' Secrets

BERMUDA—What the astronauts are doing for the exploration of outer space the Aluminaut is expected to do for the exploration of "inner space" according to her designers.

At this point some definitions are probably in order. The term "inner space" is often used to refer to the unexplored depths of the world's oceans. The Aluminaut, launched recently, at Groton, Conn., is a 50-foot long submarine designed to go down 15,000 feet into the ocean depths with its three man crew and travel at that depth for 100 miles.

The Aluminaut should prove to be an advance over previous vehicles designed to descend to great depths because of her superior mobility underwater.

Trials of the new craft are expected to begin soon in the Bahamas because of the need for very deep water. Here, a tongue of the ocean provides a great depth just a mile offshore.

Many groups are reported to be interested in the new underwater craft including the U.S. Navy, various government agencies and private firms. The mobility and versatility of the craft are expected to be of value in many forms of underwater work.

Exploration of the ocean depths, of course, is one endeavor in which the Aluminaut may prove exceedingly useful. Underwater salvage work offers many possibilities as does drilling for oil on the bottom of the ocean. Underwater mining may also prove feasible with the aid of the Aluminaut, especially mining for manganese. There are places on the floor of the Pacific Ocean, for example, which are covered with manganese "nodules" worth an estimated \$1.4 million a square mile.



Getting ready to abandon ship during lifeboat drill, (l-r) **Charles Sapeta**, pantryman; **Jim Hand**, electrician; and **Ronald Canady**, deck department, stand by to start lowering the lifeboat on the **Steel Maker** (Isthmian).

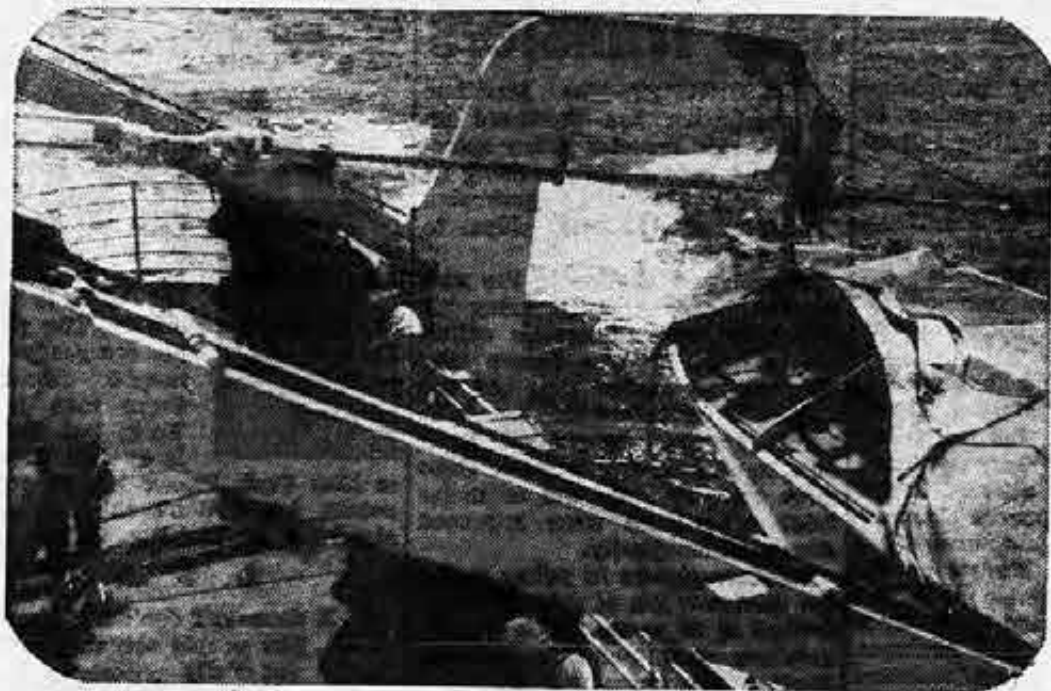
Proper fire fighting techniques and knowledge of lifeboat handling often spell the difference between life and death for a Seafarer in times of disaster. Well trained SIU men on the **Steel Maker** (Isthmian), many of whom got their training in the union lifeboat school, had a chance to demonstrate these vital skills recently during one of the periodic fire and lifeboat drills held on board ship. Crewmembers broke out the fire fighting gear to put out a simulated blaze and then quickly and efficiently, took to the lifeboats. The drill came off without a hitch, and demonstrated that Seafarers on the **Steel Maker**, as are their SIU brothers everywhere, stand ready to deal with any threat or eventuality that might occur at sea. (Photos taken by Seafarer Joe Fried.)



This trio of Seafarers (l-r), **G. Alindato**, oiler; **Fred Tampol**, firemen, and **Charles Sapeta** of the steward department, found that the hose at their fire station was in excellent working order when the drill alarm went off.

SEAFARERS ON S. S. STEEL MAKER

FIRE AND BOAT DRILL



Seafarers moved through the boat drill like clockwork. Here, a crewmember inspects davits prior to lowering away. Periodic drills give the crew a chance to demonstrate skills they learn in SIU lifeboat school.



After crewmembers ran through the lifeboat drill without a hitch, they began to put equipment back in place. Cranking a lifeboat up are (l-r) **Wilbur Miles**, second cook; **Tim Holt**, AF; and **William Duffy**, messman.



After a fire drill, one of the most important jobs for Seafarers is make sure all equipment is stowed properly where it will be ready for an emergency. Replacing hose (l-r) are Seafarers **Tampol**, **Alendato** and **Sapeta**.



Nothing is left to chance as these SIU crewmembers (l-r) **Holt**, **Temple**, **Duffy**, and **Robert G. Bour**, AB; check every fastening to make sure the lifeboat they were handling is secure after the drill was completed.



By E. B. McAuley, West Coast Representative

California Politics Steal Scene

There was plenty of fiery oratory on Labor Day in California as Governor Edmund G. Brown and Senator Pierre Salinger joined forces to attack Proposition 13 and its backers. The proposition, which will appear on the November ballot, would amend the state constitution by repealing the Rumford Housing Act which now bans racial discrimination in the sale or rental of housing in California.

Governor Brown spoke at the Catholic Labor Institute in Los Angeles, and Salinger, who is running for election, made two speeches on the issue. He appeared before the Retail Clerks' Union Labor Day Picnic at the Orange County Fairgrounds and at the annual picnic of the Alameda County Labor Council in Pleasanton.

Bids were recently opened for the construction of three 24-knot, twin-screw container ships by the American-Hawaiian Steamship Co. The General Dynamics Corp. submitted the lowest of the four bids for the vessels which the shipping line intends to place in intercoastal operation. The MA must approve 50 percent mortgage insurance before construction of the new ships can begin.

General Dynamics bid was \$20,849,000 for each of the ships. Three years ago American-Hawaiian asked for bids for the ships, and the lowest was \$21,374,383 per vessel. The company now has gained a saving of more than \$1.5 million

by calling for the new bids. American-Hawaiian plans to use the new ships to restore its intercoastal service which it discontinued 10 years ago.

Forty leading experts from government, industry labor, law, medicine and higher education discussed the establishment of guidelines to ensure the future of collective bargaining in the U.S. at a conference held on the Berkeley campus of the University of California. The conference, sponsored by the Brotherhood of Railway Trainmen, was attended by West Coast maritime labor and industry leaders.

Shipping Steady

Shipping has been steady in the San Francisco area for the past two weeks and looks like it will continue fair in the future. Three ships crewed up, the *Wild Ranger*, *Longview Victory* and the *Iberville*. The C. S. Long Lines finally sailed for the Far East after being laid up for several weeks in the Wilamette yards.

L. Lopez, an old familiar face, has been seen around the San Francisco hall lately. He recently got back from the Far East after shipping out as chief cook on the *Wilton*. The *Wilton* is about to end up on the scrap pile, but the company donated all the grub left in the galley to hospitals out that way. F. R. Hattaway, a black gang oldtimer, has come in for a while after a long trip on the *Longview Victory*.

Another old hand, J. Pasko, is looking for a ship bound for the East Coast in the hope of taking in the Worlds Fair before it closes for the year. He says he wants to see the changes back east after spending so much time out this way. While making the rounds of the San Francisco USPHS hospital route we found Hubert Pousson and John Tierney who is in dry dock with an injured knee.

Things are moving pretty slow up Seattle way with no changes on the horizon. Payoffs during the couple of weeks included the *Beloit Victory*, *Seattle* and the *Antinous* with the *Morning Light* expected in shortly. Melvin Kleiber has shown up on the beach in Seattle. He's been doing a lot of work on his "stump ranch," but is more than willing to grab the first bosun's job that comes along. John Indorf, who usually ships as night cook and baker, is sweating it out as he tries to nail down a job on the *Seattle*.

Shipping is moving on the slow bell in Wilmington lately. The *San Francisco*, *Kenmar* and *Robin Kirk* have all stopped in-transit, but the future doesn't look to bright in the next few weeks. Richard (Mac) McConnell has been getting re-acquainted with his old friends around the Wilmington

hall. He last sailed on the *Monticello Victory* as bosun and says he plans to stick around for a short time before shipping out again.

Arloe Hill has been taking it nice and easy around Wilmington for the summer. However, he figures that he's had a long enough lay-off and claims he'll jump for the first chief steward's opening that comes across the board.

New SIU Tugboat Is Christened

LOUISVILLE, Ky.—A powerful, modern SIU Inland Boatmen's Union-manned tugboat took to the water here recently with the christening of the *Hugh C. Blaske* at ceremonies attended by more than 400 spectators.

The vessel will be operated by SIU-IBU-contracted Inland Tugs, Inc., for the owners, American Commercial Line.

The new 170-foot, 4,800 horsepower vessel will go into service on the Ohio and Mississippi Rivers. She is capable of pushing tows of 20 to 30 barges with up to 30,000 tons of cargo. Although not the most powerful vessel on the rivers, the *Blaske* is designed to deliver the greatest efficiency with the minimum of maintenance.

SIU-IBU crewmen will also benefit from the vessels design. All quarters are fully air conditioned, including the galley, pilot-house, engineer's control room, and two lounges for off-duty relaxation.



The latest SIU-manned tug to take to the water, the *Hugh C. Blaske*, operated by SIU Inland Boatmen's Union-contracted Inland Tugs, Inc. for American Commercial Line, is shown above. The modern tug is designed for maximum efficiency with minimum maintenance.

Domestic Shipping Hit In Court RR Rate Rulings

WASHINGTON—In two separate actions involving SIU-contracted Seatrain Lines, and the SIU Inland Boatmen's Union-contracted Sheridan Transport Lines, discriminatory rate cuts by railroads were again condoned by federal court decisions.

In the Seatrain action, the domestic shipping industry suffered a blow when a federal judge in New Jersey dropped a restraining order he had imposed preventing rail rate cutting on polyethylene plastics moving from Texas to the New York area.

The original federal court action preventing the 30 percent rate cut followed the intervention of the Justice Department in the action begun by SIU-contracted Seatrain Lines' appeals case before the Interstate Commerce Commission. The Justice Department supported Seatrain's claim that the proposed rate reduction violates Federal antitrust laws and are otherwise discriminatory.

Recently however, the judge ruled that he has no jurisdiction to continue his original injunction and dropped it. This apparently allows the railroads to put the new rail rates into effect whenever they choose.

The Justice Department had called Southwestern Lines Freight Traffic Bureau's proposal to reduce the cost of shipping plastics by railroad from Texas to New York by 22 to 33 percent "clearly discriminatory and violating the policies and standards of the antitrust laws." As usual however, pleas to preserve the domestic shipping industry by preventing the railroads from engaging in discriminatory rate cutting fell on deaf ears at the ICC.

Seatrain Lines has already been forced to abandon services from New York to Savannah and to New Orleans because railroads cut rates on a few key commodities that form the backbone of its traffic.

In the second, and similar case, coastwise carriers Marine Transport Lines and the SIU-IBU manned Sheridan Transportation Co. failed in their attempt to get the Interstate Commerce Commission to suspend and investigate published rail rate slashes on the shipment of phosphate rock for a substantial part of their business.

Both the ICC's suspension board and its Division II have brushed aside the complaints of Marine Transport Lines and Sheridan Transport (barges) that the railroads—Seaboard Air Line and Atlantic Coast Line — rate cuts would either divert a substantial

part of their phosphate tonnage, or would force water freight rates down to "levels below full cost in order to remain competitive."

The phosphate shipments involved are carried by the seaborne lines from Florida ports to Baltimore and Canton, Maryland. Total charges for the phosphate shipments average about \$5.90 a ton via the water route.

Rail rates had been set at \$7.85 a ton. Now the roads are setting a \$6 a ton rate, applicable to minimum shipments of 75 tons moving in hopper cars, or a minimal total movement of 75 tons per day from a single point to a single consignee.

The sea carriers have maintained that they need at least a one dollar per ton differential to remain in competition. The options open to the water carriers now lie in reducing their own rates even lower or carrying the fight to a higher tribunal, if possible.

MA Tightening Regulations On Ship Transfers

WASHINGTON—The Maritime Administration has tightened up its U.S. ship transfer policy somewhat in a recent move revising its eight year old policy governing the sale of U.S.-flag ships to foreign buyers.

The biggest change in the new revised policy was to bring all types and ages of vessels within the policy. In the future any transfer, no matter how old the ship, will be looked into carefully before approval is granted. Until now, applications to transfer ships more than 20 years old or under 3,000 gross tons were approved almost automatically.

Another change in policy makes the economic life of ships 25 years instead of 20 years, which was the previous cutoff point. In addition, another five years will be added to what Marad considers the economic life of vessels which have been converted or jumboized.

In the future the same case-by-case determination of transfer applications for ships under 3,000 gross tons will be made as for larger ships under the new policy. However, the smaller ships will not be subject to the transfer condition that they be made available to the U.S. in the event of an emergency.

Some 800 U.S.-flag ships have been transferred to foreign registry since 1949 under the previous policy and its earlier versions. These vessels supposedly remain under the "effective control" of the U.S. Government under the terms of the MA's transfer policy.

As for its new, revised transfer policy, however, MA stresses that it will continue to consider in each case the type, size, speed, general condition and age of the ship, the acceptability of the foreign buyer and country of registry, the need to retain the ship under U.S. laws for reasons of national defense, maintenance of an adequate merchant fleet, foreign policy and national interest before it allows the vessel to transfer foreign.

The INQUIRING SEAFARER

QUESTION: A recent article in a French magazine reported that French tourists dislike the U.S. and New York City in particular. As an American seaman, what is your opinion of France?

Mike Doherty: I can take it or leave it. Just after the war, France was a pretty good place, but since the early 1950's there has been a build-up of anti-American feelings, especially in the port cities. The people have become very



rude, and in general have no use for the Americans. This makes it hard to like any country.

Frederick Oliver: I like it. The people treat me nice there. I'll admit there are places I'd rather go, but when I'm there I find it quite enjoyable. Of course, I have some friends there and that always helps to make any port more interesting. I don't think they should have a bad opinion of New York, though. It's a good city.



C. I. Navarra: Nobody can beat New York. It is the best city in the World. I like Paris but its day is past and the Frenchman does not want to admit it. The people are really no more friendly there than New York, but living is much better



in New York. France has its good points, but I don't think it can stand up to the Big City.

P. J. Garray: I don't like France at all. The people are very snobbish, especially in the port cities. The communists are building up a considerable amount of anti-American feelings in the port areas, and of course this does not help anyone like the country. Most seamen only see the ports and the areas near them because they don't have time to get into the interior of the country, so it is especially bad for them.



Henry Kugler: I don't like it that much. There are other places I would prefer to go. The people of France are getting to be pretty unfriendly toward the American. Their cities are tidier in general than some sections of New York, but if these Frenchmen had a complaint that Americans are unfriendly toward them, at least the New Yorker is not downright rude on purpose. Nevertheless, I have friends there.



SPAD

**Seafarers
Political Activity
Report**



PLASTERERS FIRST ENDORSEMENT GOES TO JOHNSON—The 100-year-old Plasterers and Cement Masons Union, which has never before backed a presidential candidate, has endorsed the Johnson-Humphrey ticket. The unprecedented and unanimous action was taken at their 40th convention in Philadelphia. AFL-CIO President George Meany, who addressed the delegates, warned them that the "preservation of the free way of life and our type of society" depended on the defeat of Goldwater in November. Meany also told the delegates that Goldwater's record of opposition to labor's rights, minimum wage, medicare and social security means that the GOP candidate's defeat should become more important to labor than any local or contractual issues "we could talk about." The delegates of the 66,000-member union also heard national COPE director Al Barkan talk about the importance of "grass roots" political activity for labor.

MRS. FDR REMEMBERED—Nationwide observance of Eleanor Roosevelt's 80th birthday will take place Oct. 11 at commemorative dinners across the United States, including Washington, D.C. where AFL-CIO Pres. George Meany and Vice Pres. Joseph D. Keenan will be among those honored. United Nations Ambassador Adlai Stevenson, chairman of Eleanor Roosevelt Memorial Foundation, of which Meany and Keenan are resident trustees, announced the dinners will pay tribute to the memory of the "first lady of the world" and will serve as stimulus to the foundation's work in human relations. In addition to Washington, dinners will be held in New York, Los Angeles, Chicago, Miami and Milwaukee. The Eleanor Roosevelt Memorial Foundation was inspired by the late Pres. John F. Kennedy and chartered by Congress in 1963 to carry on Mrs. Roosevelt's work in the fields of human rights, world peace, cancer research and aid to underprivileged children. The AFL-CIO has endorsed the foundation and has contributed financially to its work.

JOHNSON RECORD IMPRESSIVE—If any one word can sum up the performance of President Johnson in office, that word is achievement. A look at the legislation enacted this year alone gives eloquent testimony to President Johnson's leadership. The Congress approved the administration's \$11 billion tax slash, which meant the equivalent of a 1/2 cent an hour take-home pay increase for the average American worker. Major human rights legislation was signed into law to provide constitutional guarantees for all citizens. The President launched a war on poverty in America, and Congress approved a \$1 billion measure to begin the battle to help replace despair with opportunity for millions of poverty-ridden families. On another field of battle against poverty, the temporary food stamp program initiated by President Kennedy was made permanent. Under its provisions, needy families buy for a small fixed amount stamps worth nearly twice as much when exchanged for food. Four million needy persons will benefit from this measure. An expanded student loan program will enable 70-90,000 additional students from low income families to attend college each year. Under the Vocational Education Act, facilities to train young people in needed skills will be expanded and modernized. The act provides job training for high school students and for thousands of workers— young and old, unemployed and the underemployed. This is the record, then, of the present administration, a record of prosperity, and progress, and peace — a record which deserves the energetic support of all working people and their families when they go to the polls November 3.

LABOR ROUND-UP

Delegates to the Postal Clerks Union convention in Miami have listed as the "paramount objective" of their program a demand for premium overtime pay for 50,000 substitute clerks. Union president E. C. Hallbeck called the denial of overtime to the substitutes, who make up one-fifth of the PO work force, "a stone age labor practice." He said that the substitutes often have to work as much as 70 hours a week at straight-time rates. Other legislative demands of the Postal Clerks Union include retirement rights on full pension after 30 years, a 35-hour week, full payment of health and life insurance for government workers and union recognition guaranteed by law.

The Justice Department has thrown its support behind the Musicians' Union and the AFL-CIO who are asking the Supreme Court to strike down an interpretation of the Landrum-Griffith Act which would prevent delegates to union conventions from casting the full vote of the members they represent. U.S. Solicitor-General Archibald Cox sees the rollcall

system of balloting used by the Musicians and other unions as "markedly more democratic" than the one prescribed by a lower court under the act. The lower court decision now being fought by the union movement and the Justice Department held that each delegate to a convention should have only one vote, regardless of whether he represents 50 or 10,000 unionists. The Justice Department has filed a "friend of the court" brief on behalf of the unions.

Charging that General Electric broke a national contract, the Electrical, Radio and Machine Workers have served notice on the huge corporation that it faces a nationwide strike "unless it halts its unilateral attempt to eliminate incentive work" among members of Local 301 at G.E.'s Schenectady plant. Talks between the union and management were resumed after Labor Day, with the IUE asking the company to reinstate the incentive plan. The loss of incentive pay has cut the income of the 3,000 Schenectady workers by 35 percent, or more than \$1.60 an hour.

"Can't Seem to Put My Mind to Work..."



The problems facing the US maritime industry are legion. They include the steady decline of the domestic shipping industry, the hostile policies of government agencies, which should be bending their efforts to strengthen U.S. maritime, but have instead adopted policies which are aiding its decline. Waivers of the 50-50 requirements of government-financed overseas cargoes is another problem crying for solution. On the horizon is the spectre of increased mechanization and automation aboard ship.

The SIU and other maritime unions have been attacking these problems with vigor, and although the difficulties are many and varied, they have been making progress toward solving them.

One very basic problem faced by maritime however is very little nearer to solution today than it has ever been. The problem of runaway-flag operations is not only one of the biggest difficulties faced by maritime, but is also a major stumbling block in the solution of many of the other problems. It not only has an adverse effect on the maritime industry, but both directly and indirectly is a threat to the security of the entire nation.

The basic spur to increasing runaway-flag operations is simple greed. U.S. ship operators remove their vessels from American registration and register them under the so-called "flags of convenience" to avoid the necessity of paying U.S. taxes and to avoid paying the decent wages and maintaining the decent safety and working conditions which have been brought about on U.S.-flag ships only after a long, hard fight by the U.S. maritime unions.

This tax dodging is only one way in which runaway-flag operations undermine the security of the nation. More directly, it undermines national security because it is problematical whether these vessels, regis-

tered under the flags of foreign nations, could be called back for use in the event of a national emergency. The "effective control" principle is a nice theory, but as recent political upheavals in Panama and Honduras have shown, "effective control" may prove to be no control at all. Panama and Honduras of course are two of the major runaway-flag nations.

The U.S. maritime unions were formed to improve seamen's wages and working conditions at a time when they were so bad as to be considered a crime against decency. Runaway-flag operators are now being allowed to turn back the clock on wages and working conditions, undermining the hard won gains of labor. Seamen's lives are again being endangered by lax safety and maintenance procedures—a laxity which would not be tolerated by the SIU and other maritime unions. After lining their pockets with money saved on taxes and lax safety and maintenance procedures, the runaway-flag operators complete their "silver lining" by cutting seamen's wages to the bone—often back to the bare minimum levels eliminated by the rise of strong maritime unions nearly 30 years ago.

There are solutions to the problem of runaway-flag operations. The SIU and the Maritime Trades Department of the AFL-CIO have pointed out many times to the highest levels of government that a possible solution to the problem would be to remove the tax loopholes which make runaway-flag operations so lucrative to the shipowner. This is one very promising solution to the problem.

Nothing can be done however, until the government can be made to act—and up till now it has seemed that no force on earth was capable of moving the supposedly responsible departments of the government out of their lethargy and indifference. The SIU has maintained and will continue the struggle to get action to end this evil.



LABOR'S DRIVE TO REGISTER ALL VOTERS

Faced by perhaps the most critical issues since the 1930's, the AFL-CIO unions are making a major effort to register every eligible voter in communities across the country. The SIU is playing a part in this very important effort. Typical of the SIU's participation in the AFL-CIO voter registration drive is the highly successful role being played by the AFL-CIO unions in Hudson County, New Jersey, where the SIU Hall is the center of the current drive by the AFL-CIO's Committee on Political Education. Directing the COPE drive is G. P. McGinty, Regional Director of the SIU's Railway Marine Region.



Teams of union volunteers in the SIU Hall are seen going over lists of Hudson County citizens eligible to vote in coming elections so they can be visited by COPE canvassers and urged to register.



Boarding stationwagon that will take them to canvassing areas are (left) Franklin Williams, Chairman of NAACP Voter Registration Committee, and (right) John Reilly, coordinator of Hudson County COPE drive and William French, SIU member and volunteer driver. In photo left, Hudson County Senior citizens who are working to secure the passage of the Medicare Bill, get brought up to date on the legislation's progress in Congress. The senior citizen's group has also lent substantial help to the COPE Registration drive.



COPE campaign leaders (l-r) Francis Bieber, N.J. AFL-CIO vice pres.; Nicholas Feola, County Labor Council sec'y; Eileen Winslow, COPE sec'y., and SIU's G. P. McGinty, COPE director, discuss plans.



A closer view of some of the COPE volunteers—which include many Seafarers—as they go over the country's voting lists to determine which eligible citizens have not been exercising their franchise.



COPE sign car, with volunteer in the driver's seat, about to go on assignment among the Spanish-speaking residents of the area who make up part of the varied population of Hudson County. Sign on car's rear window is in Spanish.



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

Lakes Shipping Picture Improves

Shipping in Alpena remains steady with rated men still in demand. The membership was extremely active on distribution of campaign literature for the 1964 primary elections. All members are urged to register and obtain absentee ballots and vote in the coming election and to encourage their family and friends to do likewise.

Alpena's harbor improvement project which will cost an estimated \$700 million has been approved by the Corps of Engineers. The project includes deepening the Harbor and River shipping channels and construction of a 700 to 900 foot turning basin at the mouth of Thunder Bay River.

Visiting us the past week was Harry Tolzdorf, Wheelsman off the Huron on vacation, and Manley Bedford, OS off the J. B. Ford on vacation, which they say is not long enough. Among those waiting for that certain ship to fit out are Robert Albright, Ken Nolles, Mike Phillips, Ken Lamb and Julian Budnick. Among those convalescing are Leo Derry, Jr. and Ted Puroil.

We are sorry to have to report that Timothy Mousseau, winner of the 1964 SIU Scholarship, and son of Kenneth Mousseau, was severely injured in an auto accident. All the fellows in the port are pulling for Tim on his recovery.

Within the last few weeks, shipping has improved considerably in Buffalo. The Wm. H. Wolf is on its way to Toledo to the shipyard for its five-year inspection and is expected to be fitted out shortly thereafter.

Some of our Canadian Brothers are working on the American side of the border on the ice boom project, which is coming along on schedule and, according to a recent report which appeared in the local Buffalo papers, it will probably hasten the shipping season next Spring.

Shipping Normal

Shipping has cooled off here in Detroit; however, this is normal this time of year as most of the seniority men are now back to work after taking their regular season vacations.

The Bob-Lo Company had another record breaking year carrying passengers from Detroit to Bob-Lo Island. According to reports we received, the Amusement Island played host to more than one million people for the three month season from Memorial Day through Labor Day. The Bob-Lo Company, which operates the SIU-manned Columbia and Ste. Clair, carried more than 800,000 passengers to the Island and on Moonlight cruises.

Bob-Lo Island boasts some of the most exciting amusement rides in the world. In addition to the rides, there is a beautiful marina that can accommodate 100 pleasure boats and there is talk that the marina will be expanded to accommodate 200 boats. A 100-room motel is now on the drawing boards and some people are even talking about a race track being built on the island sometime in the future.

Some of the old-timers now on the beach are Bill Cowan, Henry

Trainor and Sam Stawisky off the Columbia, and Deszo Gazsi, Alton Boyd and John Shortledge, who rode the Ste. Clair all season.

We recently signed a contract with Pringle Barge Lines, which operates two tugs and two barges on a steady shuttle-run between Detroit and Toledo. Crewmembers ratified the contract and, in addition to a fine contract they are now covered by the Job Security Program and the Seafarers Welfare Plan.

Our river operations in Algona is now back in full force and will be servicing the membership via the service launches "Speedy Marlene" and "SIUNA II" from now until lay-up.

The voting of Union Officers for the Great Lakes District is now over and the duly elected election committee is hard at work tallying the ballots, the results of which will be published in the Seafarers LOG.

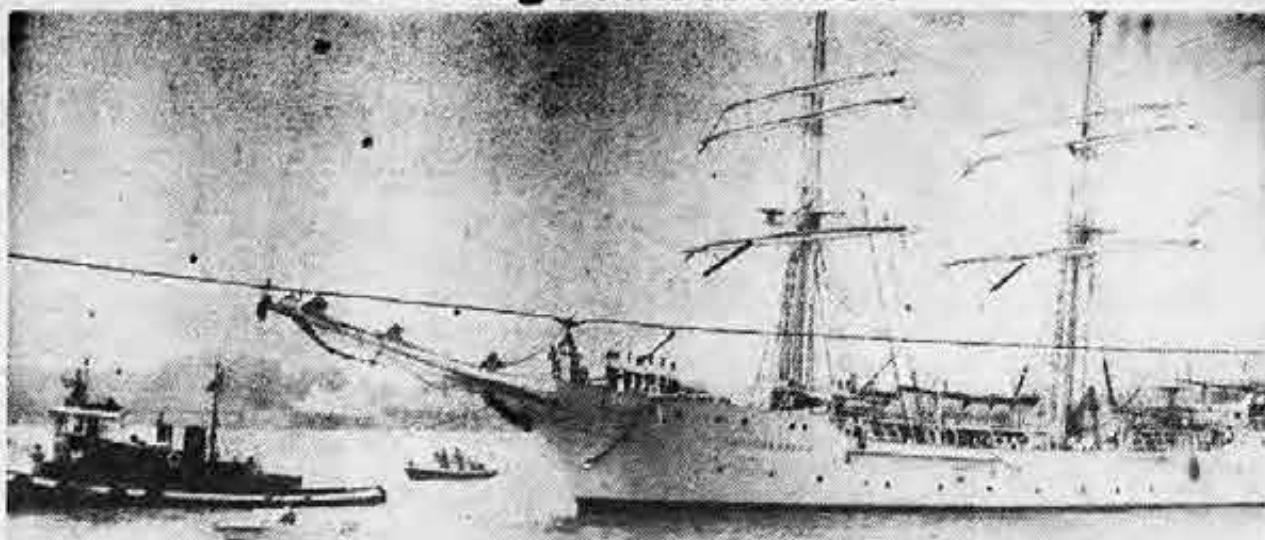
We expect several Atlantic & Gulf SIU vessels in the Lakes before the season closes. The first three are Waterman ships—Yaka, Maiden Creek and Hastings. We recently signed on the City of Alma and the Fairport, also of Waterman SS Co.

Shipping remains steady in Duluth for all ratings. AB's are needed in this port as jobs in the deck department are coming in steadily. We are looking for porters and firemen. The primary elections for County and State in the Port of Duluth are over and in District 60, Arne Wanvick led the ticket. He is a very good friend of labor.

Dave Turnbull was off the Frank Taplin on a vacation relief. Dave is a citizens band radio operator and he took his radio back on the Taplin with him. His call numbers are KLF0022, so if anyone has a band, give him a call when the Taplin is in your area. Our old standby relief, Lou Little, is still around and one of our old-timers, Tommy Dunne, is still giving a hand when needed. Earl Arseneau, full book Second Cook registered on the Board, is in the hospital for a checkup. We all wish Earl a clean bill of health.

The SIU is sending four men to the Electrical Engineering School at LaGrange, Illinois at company's expense. The first class started September 10. Those who are attending are Edward Ward, Harry Johnson, Frank Chorley and Karl Kage. The Roen Steamship Company's Tug John Purves and Barge Lillian laid up in Sturgeon Bay on September 9. The Tug Purves may fit out again.

SIU Tug Docks A Classic



The SIU Inland Boatmen's Union-contracted tug B. H. Becker (Becker Towing), took a real classic in tow recently when she docked the Norwegian sailing vessel Christian Radich at Detroit. The 205-foot, all-steel, three-masted, square-rigger serves as a training ship for Norwegian Merchant Marine cadets. Carrying 13,000 square feet of sail, the training ship's complement includes a crew of 10, six officers and 88 trainee cadets ranging in age from 15 to 18. Detroit played host to the sailing vessel for two days while thousands of visitors went aboard.

Gull Charlie—Early Warning Against Hurricane Danger

MIAMI—Gull Charlie is a good friend to have during the hurricane season. Gull Charlie is the Atlantic reconnaissance route flown regularly by Air Force hurricane hunters during the hurricane season. At this time of year, during the hurricane season, when Gull Charlie talks, the east and gulf coasts and all the ships in the area listen.

The hurricane watch is a combined military and civilian effort credited with saving many lives and millions of dollars in property damage since it was started after WW II. The Air Force's Air Weather Service flies more than six million miles a year over regular routes and employs more than 11,000 military and civilian personnel in three weather centers, 14 forecast centers, 36 forecasting stations, 57 observing stations and 192 observing-forecasting stations in 28 countries and islands around the world.

Hurricane Center

A great deal of activity is centered in Miami at the national hurricane center, which is staffed by Weather Bureau specialists working closely with the Air Force's Weather Service. Here's what happens when a tropical storm is spotted.

First the center goes on a 24-hour watch. The staff is increased by some 30 percent and all vacations are canceled. Data begins to come in by radio from Air Force and Navy reconnaissance planes. This data is gathered largely by dropsondes, which are weather-sensing devices dropped by parachute into the center of the storm. The dropsonde contains a miniature radio transmitter which sends back temperature, pressure and position readings. Until it hits land, the storm is tracked by airplanes. Later the tracking is handled by shore based radar installations.

Issues Warnings

Well armed with reports on temperature, pressure, humidity, winds, cloud structures and other technical data, the Miami center issues four advisories on the storm daily for civilian use, 12 and 24-hour forecasts to the Navy and the Air Force, and daily outlooks for the Defense Department.

A "depression" or low pressure area becomes a storm officially when its counterclockwise winds reach 40 miles an hour. When the winds reach 75 miles an hour, she becomes a hurricane officially. Like ships, hurricanes are re-

ferred to as "she" and are designated alphabetically with female names — Agnes, Betty, Carol, Dora, Ethel, etc. The same names are used every four years, but if a particular storm is severe enough, the name is retired for a 10 year period. As a point of information, there are no names used beginning with Q, U, X, Y or Z.

Why Women?

How hurricanes began to be designated by female names is an unanswered question. Originally they were named for the saint on whose feast day the hurricane occurred. Those in the know say the first use of a girl's name to

describe a hurricane was in a book published in 1941 called, appropriately, Storm. At any rate the practice became common in WW II and the official method in 1953. As mentioned before, there are four permanent lists.

Provided sufficient warning, with hatches battened down, ships are usually able to ride out these storms. Damage along the coast is often heavy however, from flooding of coastal lands by the sea and from heavy winds. Much damage is also caused by flooding from rainfall, which often measures more than 30 inches near the center of the storm.

Calmar Gets Six C-4s; Conversion Work Begun

WASHINGTON—SIU-contracted Calmar Steamship Line has completed its ship exchange program with the Maritime Administration and has come away with six C-4 former troopships from the reserve fleet in exchange for older wartime-built Liberty ships traded in by the company.

The C-4s have 50 percent more cargo space than the traded in Libertys (15,000 deadweight-ton to 10,800 tons), with a speed of 17 knots compared with about 11 knots for the Liberty ships.

Conversion of the former troopships for use in the inter-coastal trade is presently under way. Calmar's investment in the ship swap plus the cost of the conversion work on the C-4s is expected to cost the company over \$20 million.

Conversion work on the vessels to ready them to enter the domestic trade includes installation of dehumidification and heating facilities in the cargo areas, lengthening some hatches to 75 feet, and the installation of new cargo-handling equipment including two 25-ton cranes.

Calmar expects the first converted vessel to be delivered in November. The full conversion program is expected to be completed near March of 1965. The converted vessels will be assigned

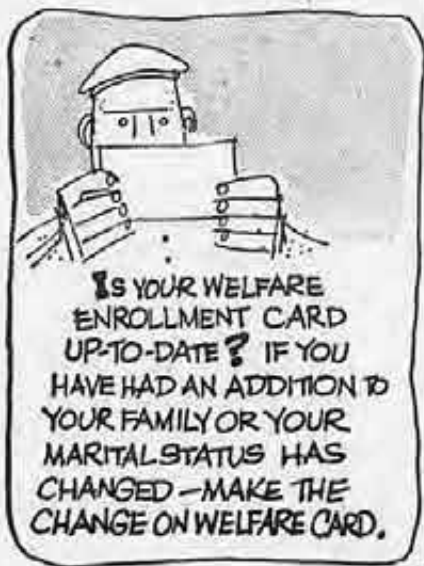
in the company's regular trade from Philadelphia and Baltimore to Long Beach, San Francisco, Portland and Seattle, carrying steel and general cargo west-bound and lumber from California, Washington and Oregon east-bound.

Calmar traded in 10 older wartime-built Libertys for the six C-4s.

The bids were in and many of the vessels were already allocated when the MA changed the evaluation policy toward the C-4s early this year, boosting the cost of acquiring and converting the vessels by about \$300,000 per vessel.

The SIU hit the MA revaluation as a plan to destroy the exchange program. Ship operators also objected to the revaluation because they feel it does not take into consideration the large outlay the companies must make to convert the ships.

The six vessels assigned to Calmar are the former Generals H. L. Scott, G. O. Squier, Omar Bundy, J. R. Brooke, T. H. Bliss and O. H. Ernst.



IS YOUR WELFARE ENROLLMENT CARD UP-TO-DATE? IF YOU HAVE HAD AN ADDITION TO YOUR FAMILY OR YOUR MARITAL STATUS HAS CHANGED—MAKE THE CHANGE ON WELFARE CARD.



By Joseph B. Logue, MD, Medical Director

Health Benefits In Fresh Food

According to the Health Bulletin of recent date, how a person's health may be associated with the food he chooses to eat is becoming a fertile field for investigation. A study recently completed by Dr. Purnell Benson, head of Consumer and Personnel Studies, Inc., Madison, N.J. showed that selection of modern processed food may be related to consumer sickness. Financed by the Soil and Health Foundation of Emmaus, Pa., the study surveyed the food selection of 700 farm and small town residents living between Reading and Lancaster, Pa. Interviewers asked many questions about the type of food eaten by subjects in the previous 24 hour period. Questions about their state of health were asked also.

The data was processed on an electronic computer and advanced techniques were used to attempt to insulate findings from the effect of extraneous variables. According to Dr. Benson, the most significant conclusion produced was that people who ate farm-fresh foods visited their doctors less often than people who ate foods purchased from stores. Foods significantly associated with less frequent visits to the doctor included raw fruits and vegetables, home grown potatoes, home raised meat, home raised fish, dark bread and milk.

In explaining his findings, Dr. Benson theorizes that those who expect to eat what they grow may make less use of dangerous insecticides. Contaminants or additives introduced during commercial handling of food are absent. Also, higher nutrient values go with greater freshness of foods, Benson contends. Purpose of the study was not to demonstrate iron-clad cause and effect relationships but to show the type of information that can be obtained by applying computer techniques to food selection studies. Copies of Dr. Benson's complete report can be obtained from The Soil and Health Foundation, Emmaus, Pa.

Dr. H. Kraut, Director of the Max-Planck Institute for Nutrition Physiology in Dortmund, Germany, also concludes that many housewives are failing to provide the right type of food for their families. He reported recently that his studies of the food intake of individual families revealed "a striking shortage not only in the balance of one or two nutrients, but with many nutrients and often with all nutrients." He notes that housewives are today accustomed to making food selections according to taste preferences, without realizing that food manufacturers now have the ability to make all foods taste good, even though they may be of low or undesirable nutritional value.

Reporting on his study in the German newspaper Kieler Nachrichten, Dr. Kraut states that housewives guilty of poor meal planning provided far less milk, cheese, meat, fish, whole wheat bread, potatoes, vegetables and fruit than the more successful diet planners. He noted that some families simply lived on the type of food that happened to be in season in their area, without regard to balancing the diet.

Recently, Health Bulletin reported that Dr. Frederick Kilander, dean of the graduate school of Wagner College in New York and former professor of health education at New York University, made the same point. "Housewives make their choices on the basis of food preferences first and only secondly on nutritional value," Dr. Kilander said. Using taste to guide them, housewives are coming home with more and more sweets, high starch and other high calorie foods—the same foods responsible for the American overweight problem with its resultant diseases, Kilander said.

SIU Clinic Exams—All Ports				
EXAMS THIS PERIOD: June 1 - June 30, 1964				
Port	Seamen	Wives	Children	TOTAL
Baltimore.....	161	34	17	212
Houston.....	187	14	16	217
Mobile.....	78	4	13	95
New Orleans.....	283	14	18	315
New York.....	587	45	22	654
Philadelphia.....	202	36	19	257
TOTAL.....	1,498	147	105	1,750

Waterway 'User' Tax Proposal Blasted On Floor Of Senate

WASHINGTON—Proposals in Congress to impose a so-called "user" charge on fuel used by U.S. inland waterway carriers, a proposal which would tip the scales of inland cargo competitions sharply in favor of the railroads, has been blasted on the floor of the Senate by Senator Stephen Young (D-O.).

Imposition of taxes of tariffs "of any sort" on inland water carries would be "unconscionable" Young told his Senate colleagues. He was referring to an administration backed proposal by Treasury Secretary Douglas Dillon which would assess a two-cent-per-gallon fuel tax on inland barge lines.

Waterway carriers have been strongly opposed to any such tax and have said so loudly. The railroads have of course lined up strongly behind the bill which would place them at a competitive advantage.

Pointing out that such a tax on waterway carriers would discourage waterway use and waste priceless public assets, Young charged that such a tax would also "severely dislocate established competitive and community relationships and discourage economic growth, inflicting serious hardships on communities in depressed areas whose future prospects depend directly on full development of their water resources."

Lengthy debate over the pro's and con's of the user tax proposal is expected during the next session of Congress in the House

Medicare Bill Stymied; AMA Unwraps Big Guns

The AFL-CIO has warned America's union members of a "million dollar propaganda campaign" reported ready to be launched by the American Medical Association in opposition to health care for the aged through social security.

Meanwhile, the fate of the bill is uncertain in this session of Congress, where it has been referred to a joint conference committee of both houses.

In a letter to the 819 AFL-CIO state and city central labor bodies in the United States, Nelson Cruikshank, Director of the AFL-CIO's Social Security Department, called attention to newspaper reports that the AMA planned a television-newspaper advertising campaign aimed at defeating the Senate-passed hospital care for the aged provision. He noted that House action on the measure is possible in mid-September.

Cruikshank told the union organizations it was anticipated that the AMA would place ads in daily newspapers in cities of more than 100,000 population and in more than 7,000 weekly newspapers.

"We expect the ads will follow the pattern of previous AMA campaigns — shot full of distortion, misrepresentation and innuendo," he declared, "charging the bill interferes with doctor-patient relationships, at great and needless cost to the taxpayers."

"This, of course, is nonsense, but it cannot be allowed to go unchallenged," said Cruikshank.

The AFL-CIO letter urged each group to answer the AMA ads as soon as they appeared by a statement or a press release. He said the labor movement could not "match the million-dollar outlay of the AMA," but he urged union leaders to "write to the newspaper or TV station pointing out the errors in the ad and pointing up the truth about the hospital care program," he stated. "Truth," he added, "is on our side."

The text of Cruikshank's letter follows:

This is a warning of a new, million dollar propaganda campaign about to be launched.

According to reliable newspaper reports, the American Medical Association will spend that amount on a new advertising campaign against hospital insurance for the aged as part of Social Security.

These ads, the reports say, will be placed in daily newspapers in every city of 100,000 or more, in some 7,000 weekly newspapers, and on whatever television stations will accept them.

Ways and Means Committee. The statement by Senator Young marked the first formal political statement of opposition to the proposal and promises a hard fight against the bill in Congress.

Passage of the proposal would give a big boost to the nation's railroads at the expense of the inland waterway carriers. It has long been the device of the railroads to eliminate water competition by selective rail rate cutting which forced the water carriers out of business and then allowed the railroads to raise the rates once more to any level they pleased, without fear of competition.

We expect the ads will follow the pattern of previous AMA campaigns—shot full of distortion, misrepresentation and innuendo, charging the bill interferes with doctor-patient relationships, at great and needless cost to the taxpayers. This, of course, is nonsense, but it cannot be allowed to go unchallenged.

Strike Back

We in the labor movement cannot match the million-dollar outlay of the AMA, but we can reply in other ways. This is what we urge you to do:

First, answer each AMA ad as soon as it appears by a statement, press release or in whatever way is most suitable in your locality. Write to the newspaper, or TV station, pointing out the errors in the ad and pointing up the truth about the hospital care program. Ask others in the community to do the same. Truth is on our side. Just tell the facts about the needs of the aged in your own area.

Second, clip out each AMA ad and send it to us. Report each ad you see on TV. We need to build up a complete record for those members of Congress who support the hospital insurance program.

Meanwhile, of course, be sure there is a steady flow of letters, telegrams and phone calls to the Senators and Representatives from your area.

Time is short. The House may have already acted on the measure which passed the Senate last week. If this desperately-needed program is to become law at last, we must throw our full resources into the fight right now.

The proposed anti-medicare drive by the AMA comes on the heels of the first big breakthrough for the Social Security hospital care bill in Congress. The 49 to 44 vote for medicare in the Senate was applauded by labor, which has given its full support to the Administration measure.



Inland Carriers Fight 'User Tax'

Attempts by railroad operators to drive their competitors out of business are hardly new in U.S. history. Typical tactics used by the rail interests include discriminatory rate cutting or all-out legislative support for new laws that can cripple other forms of competing transportation.

The latest wrinkle in this sordid record of attempted legislative destruction of their competition by the railroad lobbyists is full-blown support for a bill which would put a new user tax on all fuels utilized by inland water carriers. Inland water operators know that if passed, this levy could very well drive them out of business, thus leaving the bulk of freight business to the railroads.

The user tax bill, which is now before Congress, was first set forth in President's budget message of January 21st. It was formally submitted to the legislative mill by Secretary of the Treasury Douglas Dillon and would impose a two-cent-per-gallon tax on fuels used on the inland vessels having a maximum draft of 15 feet or less.

Inland waterway operators have bitterly protested this so-called "user" tax which, they claim, will eventually drive them out of existence. The operators charge that the new levy will boost their fuel costs by about 20 percent. It is obvious to people who know the inland barge business that a healthy increase in operating costs, such as this, could mean the crucial margin of remaining solvent.

The operators have pointed out that while the first application of the tax would be on boats operating on the country's rivers, there is nothing to prevent the same taxes from being applied to harbor craft and deep sea vessels eventually. If this fuel tax were to be extended, it would be another major drawback in the U.S. fleet's long struggle for survival.

The first major defense of the inland water carrier industry came recently when Senator Stephen Young (D-Ohio) declared that taxes or tariffs of any sort on inland water operators would be "unconscionable." In a long speech on the Senate floor, Young stated that user tolls on inland waterways would represent a reversal of long-standing policy.

The Ohio senator charged that if the tax were imposed, it would weaken the use of the nation's waterways and waste priceless pub-

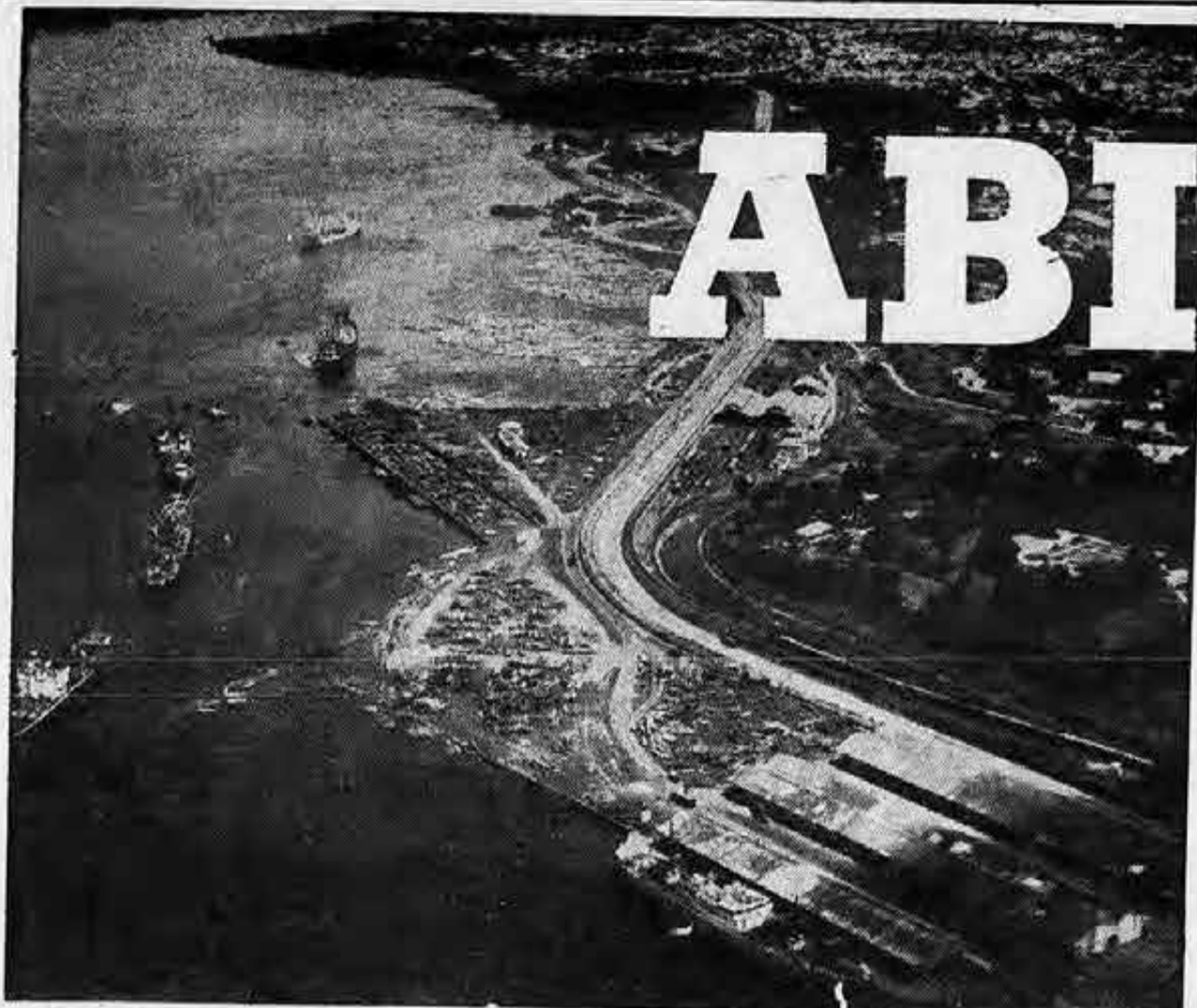
lic assets. Young also commented on this barely camouflaged assist to the nation's railroads in their attempt to get the lion's share of the nation's freight business. He told the Senate that the proposed bill would "severely dislocate established competitive and community relationships and discourage economic growth, inflicting serious hardships on communities in depressed areas whose future prospects depend directly on full development of their water resources."

Young concluded with an appeal to his fellow-senators to preserve the economic life of the country's inland waterway system. "Let us not hamper the use of our lakes, rivers and all waterways by our people whether engaged in business or using their waterways for recreation and pleasure," he said.

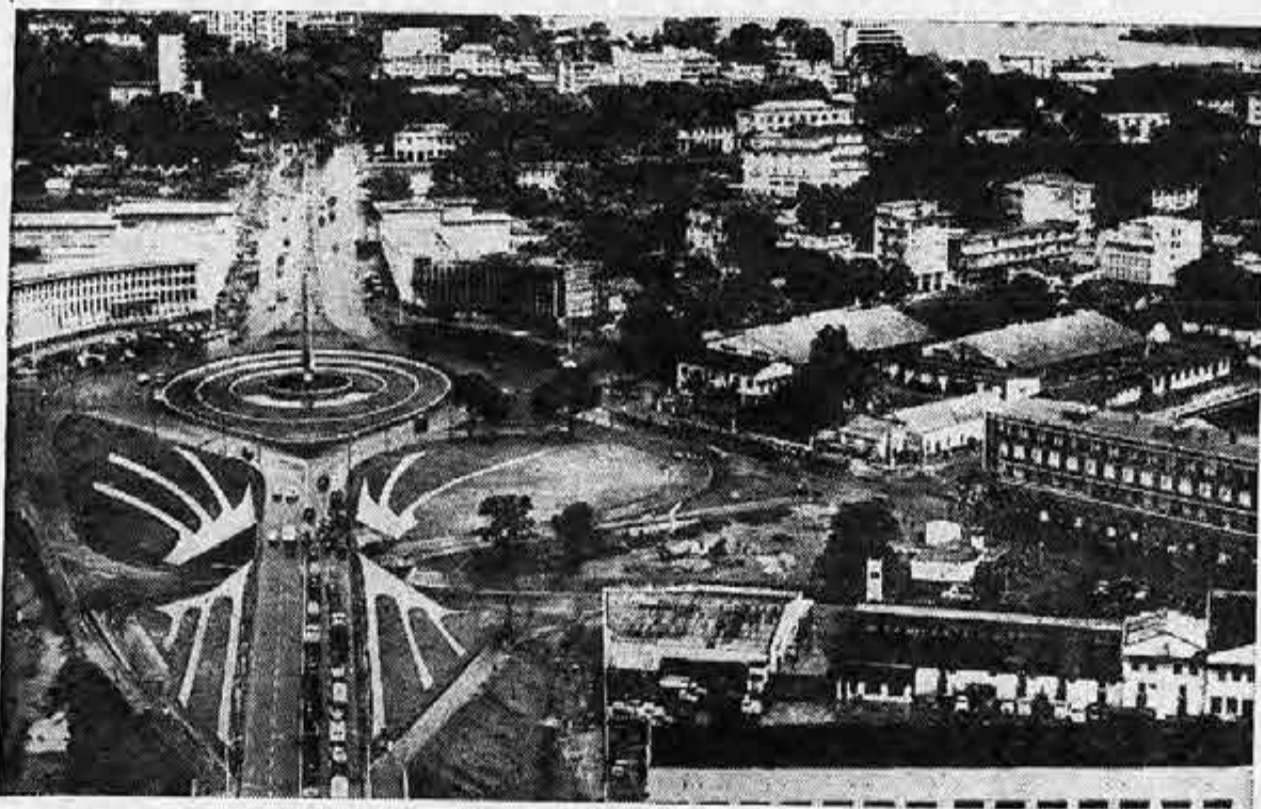
Other segments of the transportation industry also are facing the threat of new "user" taxes by the government. The Administration has already asked Congress to extend the current five percent excise tax on amounts paid for air passenger traffic and has also requested a five percent air freight tax. Observers in Washington also expect that Congress will be asked to hike truck use taxes when the Treasury Department completes its review of the nation's highway program.

SEAFARERS PORTS OF THE WORLD

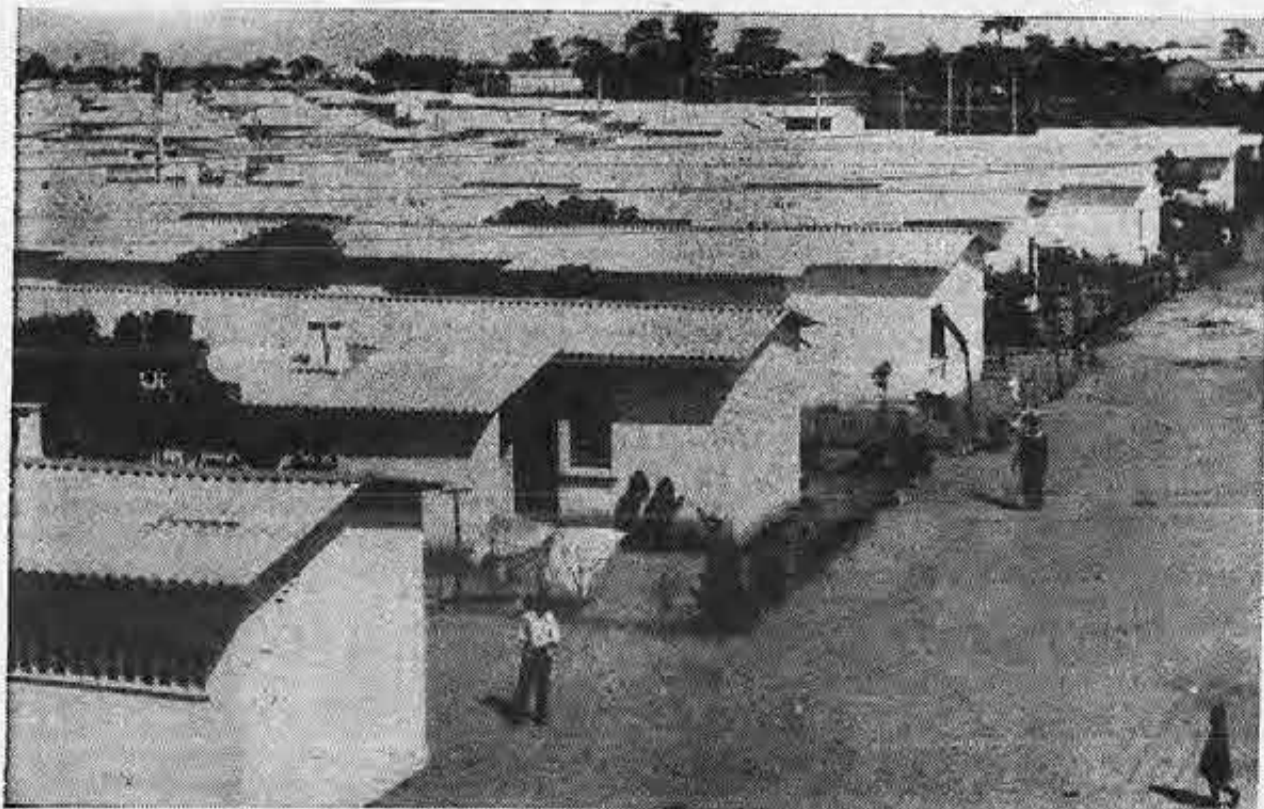
ABIDJAN



An aerial view of the port of Abidjan on the Ebré Lagoon shows the excellent anchorage facilities that have made it a major trading and commercial center in West Africa.



Abidjan, capital of the republic of the Ivory Coast, reflects the influence of the French who formerly controlled it as part of French West Africa. Pictured above is Place Lapalud which is surrounded by government buildings, business establishments and apartments.



The Ivory Coast government has financed the construction of more than 4,000 homes such as the ones above. These dwellings house the government workers who provide the manpower for the offices, courts and other services of the growing young republic.

Abidjan is the capital city of the free republic of the Ivory Coast. One of the largest and best ports of the West African Coast since the port was opened in 1951, it has become a major trading and commercial center for the interior of equatorial Africa.

The city is a regular port of call for the ships of the Delta Lines, and will be visited by Seafarers that are sailing aboard the *Del Valle* which will be docking in the beautiful Ebré Lagoon on Sept. 23.

Located on a small promontory that juts into the Ebré Lagoon, Abidjan is linked to its southern quarters on an island in the lagoon by means of a long bridge.

The Ivory Coast was at one time a geographical division of the French colony of French West Africa. Abidjan became the capital city of the Ivory Coast in 1934, when it was decided to locate a long sought for port in the Ebré Lagoon at that city to meet the rail terminal which links the coastal areas to the many island cities.

In order to locate a port at Abidjan, it was necessary to first cut the huge sandbar that forms the ocean side of the lagoon. The project was begun in 1937 and completed in 1951. The canal, named the Vridi, is 2 miles long, 49 feet deep and 400 yards wide. The entrance to the canal from the ocean is well protected by a log rock breakwater.

The city of Abidjan reflects the European influence of the French and is laid out with broad avenues lined with tall trees, which crisscross the highly industrialized metropolis. Gardened squares dot the city.

Around these squares is growing a modern city, built mostly by the government to house the necessary governmental offices and courts of a growing young republic.

The city is the industrial and commercial center of the portion of the West African coast which extends almost due east and west. Since the Ivory Coast achieved its independence in 1960, industries have grown around the city which include large sawmills, soap manufacturing facilities, and breweries.

Abidjan is located just a few degrees from the equator, and has four seasons each year, which include the greater rainy and dry seasons and the lesser rainy and dry seasons.

Seafarers visiting this port can take tours of the city, using either bus or cab. There are also several large parks, exhibits and museums of which the city residents are proud.

Of course, the market place, in the city's southern quarters, is a favorite spot for a keen-eyed Seafarer looking for a bargain in the form of some intricately carved ivory, or some carved hardwood artistically shaped into a local god or devil.



Seafarers sailing on Delta Line ships are regular visitors to the port of Abidjan. The *Del Aires*, seen above, is shown unloading a typical cargo of heavy machinery and textiles.

Sponsored By Propeller Club

Merchant Marine Conference To Discuss Maritime Woes

"A New Look at the Merchant Marine" will be the chief topic of the Propeller Club's annual American Merchant Marine Conference to be held at the end of September.

The selection of the topic was promulgated by recent developments in the maritime industry, most of them harmful in some way or other to U.S.-flag shipping.

Some of the other recent developments that will be discussed by the Club's conference are the controversy between the various steamship conferences and the Federal Maritime Commission over more stringent regulation of seaborne freight rates, and the investigation by Senator Paul Douglas (D-Ill.) and a joint congressional committee, on supposed disparities between export and import rates on the same commodities.

Lunch at World's Fair

The bulk of the Conference's business will be done at the Waldorf-Astoria in New York between September 30 and October 2. A highlight of the convention will be, however, a luncheon at the World's Fair. John M. Will, former commander of the Navy's Military Sea Transport Service and now a shipping executive, will give the main address on the role of shipping subsidies and their relation to the national defense.

Mr. Johnson of the MA will ap-

pear at one of the sessions to defend the Government's attitude, and a speaker for the government side from the Federal Maritime Commission is also expected.

According to John Hilly, president of Bush Terminal and convention chairman, the forum will be one of the liveliest ever held at the annual conferences.

Maritime service organizations, such as insurance for shipping, banking and freight forwarding will be the subject of the first forum. Henry W. Farnums, vice-president of the Insurance Company of North America, is one of the speakers.

Congress' views on recent maritime legislation will be discussed by Representative John M. Murphy (D-N.Y.). The broad problem of subsidies will be taken up by a panel of shipping officials.

A broad panel discussion will take place on the lot of unsubsidized shipping, and the final conference on closing day will take up the problems of inland water carriers.

In a related development, The Propeller Club declared their continued opposition to any government cutbacks on the Marine Hospitalization Program, declaring that a strong American merchant marine means the necessity of having seafarers in good health. The hospital program for seamen is supported by maritime labor, Government and shipping groups.

New Orleans Membership Meeting



Regular monthly membership meeting held recently at New Orleans brought out a capacity crowd of Seafarers, part of which is shown here during discussion of good and welfare.

Anti-Union Views Aired By Florida Railroad Boss

WASHINGTON—The feudal baron of the Alfred I. duPont estate and the strike-bound Florida East Coast Railway had his day before a Congressional Committee—and it may take a while for some of the members to recover.

They received firsthand from Edward Ball, a trustee of the duPont estate and mastermind of the antiunion policies of the Florida railroad, an indoctrination into 19th century economics and philosophy.

The House Banking and Currency Committee called Ball to testify on a bill introduced by Chairman Wright Patman (D. Tex.) to require the duPont estate to divest itself of its numerous business operations which, in addition

to the railroad, include 31 banks, a major paper company and vast real estate holdings.

Leon Kyserling, former chairman of the President's Council of Economic Advisers, had estimated that the entire industrial complex controlled by the estate was worth about \$2 billion, mostly concentrated in Florida.

To Ball, however, this is a "small leaf" being harassed by the Federal Government. He con-

tended that his power complex was small indeed, compared to the unions.

Ball was mad at Sen. William Proxmire (D-Wis.) for saying on the floor of the Congress that the duPont estate, itself, did not pay any Federal taxes. He cited the thousands of dollars paid by the entire complex.

It took lengthy questioning by Patman to get Ball to admit that the estate, alone, did not pay any taxes—which is what Proxmire had said all along.

The bitter Florida railroad strike, now in its 18th month, was the subject of a number of questions for Ball.

He flatly rejected the suggestion of several Committee members that a Presidential panel be named to resolve the issues. Said Ball: "No management of any company should be left in the hands of disinterested persons."

He accused the unions of unwillingness to negotiate on a give-and-take basis, yet flatly stated that he would never permit a striker to take the job of a strike-breaker.

Ball didn't try to cover up his philosophy that men have the right to strike ("walk off the job") but management has the right to break the strike.

One full morning of the hearing was occupied when the 76-year-old Ball insisted on reading every word of a 74-page statement, although Patman had urged him to insert it in the record and answer questions, as most witnesses do.

Representative Robert G. Stephens (D-Ga.) said that he was "confused." Representative Richard T. Hanna (D. Calif.) inferred that Ball was a sly old "fox" and that as far as he was concerned he was "greatly entertained but not too enlightened."

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

By SIDNEY MARGOLIUS

Savings On 'Property Insurance'

Recently a family bought a house and arranged for property insurance from the company that had provided the mortgage. Later the family discovered it could buy the same insurance from another large company for 35 per cent less. But with one pretext or another the mortgage company refused to accept the other firm's insurance. Finally it did agree to accept a policy from a third company that gave at least a discount of 10 per cent from standard rates.

Many homeowners are in this position. They took out fire or other property insurance through a mortgage lender or real-estate dealer without comparing rates. Sometimes they even bought insurance this way in the mistaken belief that they had to do so to get the mortgage. And because insurance payments often are lumped in with mortgage and tax payments, in a single monthly payment, families sometimes may not realize the full cost. Thus, many families pay more than necessary, and also tend to underinsure their homes or leave large gaps in their insurance protection.

Today a trend to keener competition among insurance companies and the development of more comprehensive policies have provided increased opportunities to reduce this expense or get more complete coverage at little or even no more cost.

There are three major ways to save on property insurance. For one, many mutual companies and other rate-deviating insurers offer

rebates or discounts. Another important saving is provided by the "homeowner" policies now available in most states.

There are several kinds of homeowner policies, but they usually combine a number of different types of coverage, formerly provided by separate policies, into one policy. Basically, fire, windstorm and other "extended coverage" is combined with burglary insurance and comprehensive personal liability insurance.

The liability insurance is very important but often neglected by homeowners. Liability insurance covers you against a damage suit by a visitor accidentally injured on your premises or by your family even while away from home.

By combining these several kinds of insurances into one policy, the homeowner's policy provides broader protection at less cost than if you bought these policies separately.

A number of insurance companies now also offer a "tenant's policy," similar to the homeowner policy but without the insurance on the dwelling itself.

There are several types of homeowner policies, called "A," "B" or "C," or as they are called in some states and by some companies, "1," "2," or "3." In the "Homeowner's A" policy, usually the contents of your home are insured at 40 per cent of the insurance on the house itself. For example, if you carry \$14,000 of insurance on your house, the contents automatically are insured for \$5,600. The insurance covering "off-the-premises" losses is set at 5 per cent; or, in this example, \$700. The comprehensive personal liability insurance is set at \$10,000 for damages arising from lawsuits because of injuries, and \$250 for medical payments. Other coverages similarly are set at percentages of the insurance on the house. However, if you feel you need more insurance against some risks, you usually can add a rider increasing those coverages.

Some mortgage lenders may require that you take out the "B" version of the homeowner's policy, which gives protection against additional hazards at a higher cost. The "C" version covers practically all risks but is very expensive and sometimes hard to get.

But while a lender can require you to have a "B" policy, keep in mind that he can't tell you where to buy it.

The third important way to save is to take the largest "deductible" provision you feel safe with, and that your state laws permit. For example, various companies may permit you to buy a homeowner's policy in which you pay the first \$50 or \$100 of damage, or even the first \$250. In such policies, you would have to give up minor claims as for a cigarette burn on a rug. But you protect yourself against the real risks that you could not insure yourself, which is the only valid reason for insurance, and the savings are considerable.

For example, taking a \$100-deductible policy instead of a full coverage can save as much as 25 per cent of the cost of the homeowner insurance.

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Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.

Radiation Treatment Of Fish To Create Wider Sales Areas

GLoucester, Mass.—An innovation in the processing and preservation of seafood products is scheduled to get underway here this month which promises eventually to greatly enlarge the market for fresh seafood to include the central portion of the U.S. and help the U.S. fishing industry meet the growing competition from foreign trawlers operating in or near U.S. waters.

This month a plant opens in Gloucester which employs radiation to kill bacteria which cause spoilage. The process will make fish, clams and other seafood not only taste fresher when it reaches the consumer's table but also last

longer. The longer lasting qualities of the irradiated fish, it is hoped, will bring about greater consumption of fresh fish.

The radiation used in such processing is discharged by cobalt 60. In the processing the fish is first packaged to prevent the entry of outside bacteria and is then given a dose of radiation that

kills many of the bacteria within it. No radioactivity is produced in the food by the process.

Preserves Flavor

The radiation process does not remove the need to refrigerate the food, but goes a long way toward insuring its freshness and greatly extending its "shelf life," thus enlarging the marketing area for it. It has been found, for instance, that the storage lifetime of Pacific crabmeat can be extended from seven days to 35 by the use of the radiation process with no loss in quality of flavor.

The Gloucester plant, which will be operated by the Bureau of Commercial Fisheries of the Interior Department, is designed to process about a ton an hour of flounder and haddock. However clams, oysters, crab and shrimp are also to be experimented with.

A floating radiation processing plant is scheduled for dedication sometime next year which it is hoped will help to meet the competition exerted by foreign fishing fleets working the Grand Banks accompanied by processing ships which freeze the fish as soon as it is caught.

Although there has been a great deal of experimentation with radiation treatment for food, only a few products have been approved for general consumption in the U.S.—among these canned bacon and wheat products.

U.S. Icebreakers At Thule Have One Of Worst Years Yet

THULE, Greenland—Seafarers who think it's a tough job chipping ice from the decks of their ships during the winter should consider the plight of the icebreakers assigned the task of keeping the ship supply routes to Thule open during the summer.

During the winter no attempt is made to keep the sea lanes to America's northernmost military base open. This year however, it proved to be a pretty tough job even in the summer.

Two Navy and coast guard icebreakers, the Atka and the Westwind, are assigned to the fight against the summer ice, which usually starts early in July and ends late in September. For the rest of the year you couldn't budge the ice with dynamite.

Normally, when the resupply of the base begins, the summer sun has reduced the intervening ice to the point where the big, specially equipped icebreakers can get through easily, with the supply ships following. This year however, both vessels, equipped with welded double hulls with over an inch and a half thick steel plating have had a real job on their hands battering their way through.

On many occasions, they had to face ice fields as thick as four to six feet. On one occasion, getting a supply vessel through to the base required clearing a path through 250 miles of ice that averaged four feet thick. To complicate matters, at some places along the route ice floes collided and overlapped, doubling up to as much as 15 feet in thickness. The icebreakers, with special ice-crushing notches on the bottom of their prows, are designed to slice through ice floes of six to nine feet.

In addition to the unusually heavy summer ice, fog, heavy snow and cold Arctic winds also hampered the operation. The 250 mile trip took nine days to complete.

A possible shifting of the Greenland Current, which helps to melt the ice, and the exceptionally cold winter and spring weather last year are blamed for creating this summer's deep freeze.

Bill Offers Bait To Lure Medicos To Small Towns

WASHINGTON—Ninety-nine U.S. counties haven't the services of a physician, Senator Norris Cotton (R-N.H.) declared as he argued for a bill that would offer incentive to young dentists and doctors to settle in communities that need them most.

Cotton was interviewed with Senator Quentin N. Burdick (D-N.D.) on Washington Reports to the People, AFL-CIO public service program heard on more than 700 radio stations.

Burdick said the situation is extremely serious in his state of North Dakota.

"We have 7 or 8 cities, medium sized, without a doctor of any kind," he declared. "When someone becomes ill or is stricken with an attack, all he can get is first aid, and then travel 100 or 200 miles in an ambulance. It means death in some cases."

Cotton explained, the bill would grant a forgiveness of 10 percent a year, up to five year, of the loan provided dental and medical students under the Health Professions Educational Act if the young man or woman settles in a community designated as in special need of such service.

Both senators pointed out that the situation in rural areas is growing worse, since most medical and dental graduates today settle in metropolitan areas. Small communities that now have medical

service often must depend on men who are 65 years of age or older.

Cotton said a survey showed that 11 counties in Nebraska have no doctors; 60 towns in the state have no doctors, 10 have one, and 30 doctors over 65 years old. The situation is growing worse, he asserted, since people fear to live in a community that does not have a doctor.

"You can't get people to buy old farm houses or stay in them," he smiled. "Wealthy people don't want to take over an old farm house as a summer home or permanent residence anymore, since one of the first things they ask is the availability of medical care."

Small communities, as in North Dakota, are most desirable locations for living, Burdick declared.

The measure was originally a part of the Health Professions Education Act, which authorizes loans to doctors, dentists and nurses to help them through college. As it stands now, as a separate bill, it would forgive up to 50 percent of the loan if the dentists and doctors settled in designated small towns and rural areas.



SIU Safety Program Gets Results

The subject of shipboard safety has always been of top importance to every member of the Seafarers International Union. Not only have Seafarers made regulated safety measures one of their major concerns, but they do everything in their power to make sure nothing is left to chance in this vital area.

The results achieved through the SIU safety program have been impressive. For instance, the U.S. Coast Guard has declared that American merchant marine vessels have now become the safest in the world. Proof of this accomplishment is the number of safety award plaques that have been received and are prominently displayed aboard countless SIU ships.

The achievements of the SIU safety program didn't come about overnight. Unfortunately, it took years of ship disasters before a turning point was reached. After losing too many ships and seamen through needlessly unsafe practices, the Union and the Federal Government began to enforce protective measures and reforms in the construction of vessels and their operation. SIU members were also doing their share to insure the proper standards of safety were maintained. Union crewmembers continuously insist that necessary repairs be given prompt and speedy attention to make sure that they sail on safe ships.

The SIU Safety Department operates as part of the Seafarers Welfare Plan and has been in operation for several years. Officials of the department have established advisory relationships between the Union and the companies, with personnel on vessels directly concerned with safety, and with various agencies in the maritime industry specifically dealing with the promotion of better safety.

Safety Facts

After analyzing safety statistics based on accident reports furnished by the companies for the past several years, the Union Safety Department has come to two basic conclusions:

1. Lost-time accidents occurring aboard ship represent one out of every three accidents reported.

2. One out of every five accidents reported took place while the crewmember was on "off duty" status.

Safety department officials regard these two conclusions as the areas where their efforts must be directed. However, it will take the cooperation of every member of the Union if they are to make any progress in their campaign.

The Safety Department also obtains important information by checking accident reports. They can learn the major areas aboard ship where accidents occur, the ratings of the men involved, the areas of the body commonly injured and other significant data.

These investigations by the department are all aimed at one very important objective: to reduce the potential for accidents and injuries with the intent of avoiding their recurrence wherever possible.

In order to achieve this objective, the Safety Department has created a four-fold program which is summed up by the word "L-I-V-E." Each letter of this word stands for an important area of the department's activities. The areas are Liaison—with companies and safety agencies; Inspection of Vessels to certify that the proper standards of safety are maintained; and Education—of all personnel to achieve the best safety record possible.

In short, to insure the continued good health of every Union member, Seafarers are urged to "L-I-V-E with the program of the Safety Department." The use of this slogan on all literature issued by the Department serves as a constant reminder of the aims and objectives of this program.

Although every SIU member is constantly reminded through the LOG and other Union literature that "An SIU ship is a safe ship," the Safety Department has been established as a joint-undertaking, with the Welfare plan, but has established its own identity by turning this slogan into reality.

In addition to its information program the SIU Safety Department also engages in the following activities:

- To assure competitive interest in safety among crews, a certificate of award has been prepared and presented to those vessels meeting the department's standards and requirements.

- A letter from the department was sent out to every SIU ship requesting a survey be taken among crewmembers to get their ideas and suggestions to improve the safety program. In addition the survey determined how often safety meetings are held, and how the safety program in working out on individual ships. The letter also stressed the importance of submitting safety meeting minutes to the safety chairman.

- A centralized permanent file has been established on every SIU vessel which contains correspondence from the department, safety meeting minutes, etc. Regular checks are made of this file periodically to determine whether safety meetings are being held. This checking permits department personnel to keep up direct contact with the vessels.

- Regular visits to vessels have become an integral part of the department's program. These visits help establish personal contact and discussion of important safety matters with the ship and company personnel.

- An extensive information exchange program has been developed to keep up to date on the latest safety activities and improvements throughout the maritime industry.

- The Department attends meetings and conferences held by the Marine Section of the National Safety Council and other similar bodies for the purpose of exchanging ideas and essential information. The department makes full use of the materials and facts which are collected at these functions.

The promotion of shipboard safety is the number one concern of every SIU member. To make this objective a reality, every Seafarer is urged to do his utmost to keep the L-I-V-E program constantly in mind.



Great whales like the one above shown being hauled aboard a modern whaling ship, are close to extinction. Failure on the part of the major whaling nations to agree on limiting the number of whales taken yearly is leading to the death of the international whaling industry.

Catch Limitations Fall; Whaling Industry Dying

SOUTHAMPTON, England—The international whaling industry is on the threshold of death, according to one of the four scientific advisors to the moribund International Whaling Commission.

If the great whaling fleets of Norway, Japan and Russia cannot be urged to limit their catches in the Antarctic this season, the scientist, John Gulland, predicts the industry will soon become economically impractical, its potential worth of \$140 million a year wrecked by overexploitation.

The blame is laid to the fact that the IWC failed at its meeting in Norway two months ago to reach agreement on catch limitations. The result of this, Gulland said, would be the "virtually unrestricted" killing of whales next season.

Citing the reason for the failure of whale conservation, Gulland said it was that "like other wild-life resources, the whale belongs to no one and therefore it is in no one's direct interest to look after them."

The blue whale, the largest creature on earth, is already believed close to extinction. Catches of fin whales, cousins to the blues, have diminished from annual hauls of 28,000 to less than half that figure. This despite the fact whaling efficiency has improved tremendously in recent years.

The Japanese, with seven deep-sea whaling fleets, the Russians and Norwegians, with four each, now comprise the total world

whaling industry. Recently, the Japanese bought out the only other large fleet, that of the Netherlands. A fleet, in whaling terms, is made up of 18 vessels, including factory ships.

Quotas Ignored

Gulland also said he had "very strong suspicions" that previous international quota agreements had been violated and that whales had been caught out of season and outside of the agreed catching areas.

He also warned that the break-

down of the Whaling Commission might tempt nations to disregard fisheries agreements like those in the Atlantic and Pacific.

The crisis in the whaling industry will be on the agenda of a United Nations Food and Agriculture Organization meeting next month. The four scientists who made the futile recommendations to the IWC were, besides Gulland, Sidney J. Holt of the UN group, K. R. Allen of New Zealand and D. G. Chapman of Seattle.

A New Idea For Power; Uranium From Seawater

GENEVA—A British scientist has told the International Conference on the Peaceful Uses of Atomic Energy here that a new method has been discovered to extract virtually limitless quantities of uranium from seawater.

Dr. Robert Spence, newly named chief of Britain's Atomic Energy Research Center at Harwell, told the conference that the method has been tried successfully on a small-scale but major engineering problems must be solved before it can add significantly to the world's uranium supply. According to scientists at the conference, the world will need one to two million tons of uranium for atomic fuels and other uses before this century is over.

If "breeder reactors" — which create new fuel as they burn the old—do not come into sufficient use, the requirement for uranium will be more on the order of three million tons.

The source of the ocean-mined uranium would be the ocean currents that replenish the waters around some of the major maritime nations. Dr. Spence said that the Florida current, for example, that comes sweeping out of the Gulf of Mexico carries about two million tons of uranium past Key West each year.

The British researcher has been trying for sometime to find a substance that would attract the uranyl ion—a combination of one uranium atom paired with two oxygen atoms — from seawater. The best substance found to do the job has been titanium hydroxide. Tests have been carried out

with glass fabric or muslin coated with titanium hydroxide and carried by a ship in ocean water off the coast of England.

Eventually, a system is seen that would screen uranium-laden water entering or leaving tidal lagoons with the titanium hydroxide attracters.

Costs for the new process are still fairly high, outstripping even that of uranium itself, which is depressed on the world market because of overproduction. Engineering refinements that will come with development of the new process would reduce ultimate costs, the scientist said.

Chatahooche River Canal Operating

COLUMBUS, Ga. — Deep draft inland tugs and barges, making use of the new nine-foot Chatahooche River canal, have begun plying their way from Columbia, Alabama to this inland port and Phenix City, Alabama across the river.

The deepening and channeling project, just completed by the Army Corps of Engineers, connects for the first time inland Georgia and Alabama with regions as far away as the southwestern industrial areas of Texas and Louisiana through the Intracoastal Waterway.

The first barge to use the canal was one carrying 225,000 gallons of imported blackstrap molasses for delivery at the 500,000 gallon molasses storage tanks in Phenix City.

The Alabama State Dock Department has spent more than \$1 million in waterfront improvements in Phenix City, including a new barge dock, warehouse, paved open storage areas and a rail spur connected the pier area with inland points and a molasses terminal.

The pier area is backed by a 140 industrial park, and state officials hope that a chemical industry firm will find the site and its facilities to its liking.

Columbus facilities include a new barge dock and an inland warehouse.

The canal, before improvement by the Army Engineers, was a two-foot waterway.

Study Tax Status Of Rightist Group

WASHINGTON—Congressional investigators are probing the tax-exempt status of a foundation set up by Texas Oil Billionaire H. L. Hunt which has poured out a steady stream of right-wing propaganda through radio and television programs, books, pamphlets and newspapers.

Hunt, described by Time magazine as "the big daddy to many a far-right crusade," set up Facts Forum in 1951 and was the principal financial contributor to its broadcasts and publications portraying the nation in the grip of a Communist conspiracy and the income tax as the fount of all evil. In 1958, Hunt changed its name to the Life Line Foundation, a self-described "patriotic, educational and religious program."

Representative Wright Patman (D-Tex.), who is directing a House Small Business subcommittee investigation of tax-exempt foundations, drew from Internal Revenue Service officials an acknowledgment that an IRS examiner three years ago recommended revocation of Life Line's tax-exempt status, although the agency has not yet acted on it. Patman put into the hearing record data showing that:

• Direct contributions to Hunt's foundations—presumably deducted from taxable income of the donors totaled \$3.05 million in fiscal years 1951 through 1960, of which Hunt contributed \$2.9 million. Gulf Oil was another big contributor.

Business Contributions
• During a three-year period in the 1950's, 114 corporations and individuals contributed \$274,000 for subscriptions to Facts Forum News. In addition to Hunt, who gave \$100,000 of the total, major donations were made by the First National Bank of Dallas, with \$33,000, and the Continental Supply Co. of Dallas, a division of Youngstown Sheet & Tube Co., \$35,000. Other corporate donors of subscriptions included Sears, Roebuck & Co. From this House committee hearings, this picture emerges:

The House hearings show that

Life Line's revenue now comes primarily from commercial sponsorship of its broadcasts with the largest group of sponsors composed of companies owned or controlled by Hunt.

According to Group Research, Inc., an authority on a network of right-wing organizations, the shift in emphasis appears to bear out Hunt's frequent urging that business use its \$11 billion-a-year advertising budget to combat the viewpoint of "the mistaken." Group Research pointed out that by Life Line's own definition, "mistaken" is the title which Life Line has fixed in the public mind as a specific, but non-libelous designation for all enemies of freedom — Communists, fellow-travelers, etc., leaving them to classify themselves.

Thus, in Life Line propaganda quoted in a Senate speech last year by Senator Maurine Neuberger (D-Ore.), statements such as these are made:

"As anti-Communist sentiment grows stronger in the United States, the 'mistaken' forces seeking to end freedom feel the damage to their cause. . . . The Second World War was but another step in the program of the 'mistaken' to conquer the entire world."

As Mrs. Neuberger pointed out, the use of the phrase "is Hunt's not-so-subtle way of accusing anyone who disagrees with him of being a Communist, without risking a libel suit. But the vicious innuendo is no less vicious because it is put into this kind of 'transparent code'."

The Oregon senator pointed out that the tax-exempt status of extremist foundations means that other taxpayers must pay a larger portion of the nation's tax bill. "There is probably no one who gets more radical right-wing propaganda value for his tax-exempt dollar than Haroldson Lafayette Hunt," she declared.

UNFAIR TO LABOR
DO NOT BUY

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)

Notify Union On LOG Mail

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

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

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

Sympathy, Aid Bring Thanks

To the Editor:

I am sending this message as thanks to everyone in the Union for the Seafarers Welfare Fund check which I have received as a death benefit for my dear brother John Dzinjrek, who recently passed away.

The money will help to cover a lot of expenses and will enable me to fulfil many of my brother's last wishes.

Thank you all for your kind offer to assist me and I will call on you should I need help.

Mary Dzinjrek

Mt. Washington Crew Praised

To the Editor:

I want to write a few words to express my feelings for the crew of the S.S. Mount Washington, and also the Captain, Chief Mate, Mr. Collins, the 2d Mate, and the rest of the officers. I have never sailed with a better crew in the 17 years I have been a seafaring man. I especially want to thank the chief cook, Darrell Chapin and the baker, Paul Reed for the wonderful job they did while I was sailing with them. I know they and the rest of steward department are still doing the same.

Tell the fellows I am still laid up in the hospital and coming along as well as can be expected. I hope I will soon be sailing with them again. I also want to say hello to my friends, Bosun McCune.

Gaetano Busciglio

Brother Guinier Is Great Loss

To the Editor:

I just got back from a trip and heard the sad news that Howard Guinier had left on his last voyage. He was one of my greatest friends, and an outstanding Union Brother.

I have known him for a long, long time. We all know he gave every effort he had to the SIU and was a valuable asset to the Union, as our President Paul Hall and the membership will

attest. I am writing, in the knowledge that you will publish this in the LOG, so that his family and the host of friends he had will know that we have lost a good friend and brother, as well as one of the best men in the organized labor movement.

Lambert Martindale

LETTERS To The Editor

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

Welfare Praised For Medical Aid

To the Editor:

I have just this week received notice of payment of some doctor bills I accrued when I was given some slight, but necessary medical emergency treatment lately. Although I was treated at a local clinic here in Galveston, and by my own doctor, the welfare plan still paid the bills.

This is really a wonderful program and I am sincerely grateful for the help and consideration to me by the welfare department. I thank everyone that made this possible from the bottom of my heart.

Laurence F. Stekhaltz

Union Is Praised For Assistance

To the Editor:

The family of the late Benjamin Bailey wishes to thank Dr. Logue and the rest of the SIU for the kindness which was so graciously extended to us. The "invalid walker" was a great help to us and we hope that its use will be enjoyed by some other member in the future.

We all hope and pray for the members and staff of the Union to be allowed to continue your good work. Again, we can only say "thank you" for everything.

Mrs. Eva Bailey

Thanks Welfare For SIU Benefit

To the Editor:

I would like to express my appreciation to the Seafarers International Union and its welfare plan for death benefit check I received as beneficiary after the death of my brother, James F. Thompson, and for the very kind expressions which accompanied the check.

I would also like to express my appreciation for the manner in which the Union and the welfare department handled the benefit.

John J. Thompson

Proud Widow Lauds Welfare

To the Editor:

I want to give my thanks to everyone at the Seafarers Union who have been so kind to me since the death of my husband, John A. Hudgins. I also want to express my appreciation for the check that cleared up the hospital bills that came as a result of the time he spent in the hospital after his accident.

I am very proud of my husband's record in the SIU and the days that he sailed. He loved the SIU and he loved the sea. I could have put many things on his tombstone, but I know he would have wanted me to put the inscription I did—A member of the Merchant Marine. Sailing was his life's work. He was 15 years old when he first went to sea. He survived the sinking of four ships he was on during the war, and after the war, one ship—the Valiant Effort—also sunk. I want to again express my thanks for the help and the sympathy extended to me.

Mrs. Hazel B. Hudgins

Thanks Sent For Aid Checks

To the Editor:

I would like to offer our thanks to each and every one in the Union for the payment sick benefit checks I received when I was laid up with a broken leg. The assistance was of my hospital bill and the timely and very helpful.

Donald Brown

From the Ships at Sea

Most Americans are beginning to breathe a sigh of relief with the end of summer and the departure of the season's accompanying hot weather. But the Seafarer can never tell what the weather will be like in their ship's next port of call. For instance, there is the example of the Overseas Joyce

(Overseas Carriers). After a smooth and cool trip, Odd Samdal, ship's delegate, reports that when the vessel reached the Suez Canal Zone, the temperature soared to about 116° with no relief in sight. "Bet it doesn't get that hot in New York," he challenged.

And with relief from heat and sea air in mind, the crewmembers of the Steel Recorder are celebrating the installation of their new ice machine. J. A. Shortell, meeting chairman reports they not only received the icemachine, but their icebox has been completely renovated.

The day gang aboard the Transindia (Hudson) are walking around bleary eyed from lack of sleep. It seems the shore workers

Smooth sailing has been reported aboard the Jefferson City Victory (Victory Carriers). According to ship's delegate James M. Fisher, the trip has been smooth and the crew has had no complaints. "Everything is fine and dandy," Fisher reports.

Crewmembers of the Ridgesfield Victory (Columbia) have been heaping praise lately on their galley gang. It seems that though they were short handed for a while, but the cook and baker really came through in the pinch and did some fine work and the crew has given them a special vote of thanks, says Cecil Diltz, ship's delegate.

Sandy Crawford, the messman aboard the Losmar (Calmar) has been the subject of much praise from the crew lately for his especially fine service, reports Edward J. Ponis, ship's delegate. The rest of the galley gang got some of the praise also, as they were given a vote of thanks during a recent ship's meeting.

The crew sailing aboard the Western Comet (Western Tankers) feels it has the roughest run



Fisher



Diltz

In India raise such a racket, no one can sleep. They have asked ship's delegate A. (Blackie) Bankstone to do something about quieting them down.

SIU crews that have gotten especially good service from the steward department never fail to show their appreciation. Crews that have honored their stewards with votes of thanks for fine food and service in the best SIU tradition include the Transindia (Hudson Waterways); Hastings (Waterman); Transhatteras (Hudson Waterways); Saint Christopher (Destiny Carriers); Steel Age (Isthmian); San Juan (Sea-Land); Steel Architect (Isthmian); Inger (Reynolds Metal); Penn Exporter (Penn Shipping); Transorient (Hudson Waterways); and the Transglobe (Hudson Waterways).

The steward department aboard the Bienville (Sea-Land) is anxious to maintain a smooth running ship. In order to do so, says meeting secretary Bill Stark, the galley boys have asked for suggestions from the crew on ways to improve service. They asked for continued cooperation in keeping everything ship-shape.



Ponis



Hoggie

of any ship in the entire SIU-manned fleet. As a matter of fact, J. Hoggie reports with tongue in cheek that the crew thinks that any man that spends a full year on their run should be awarded a full book at the end of the trip.

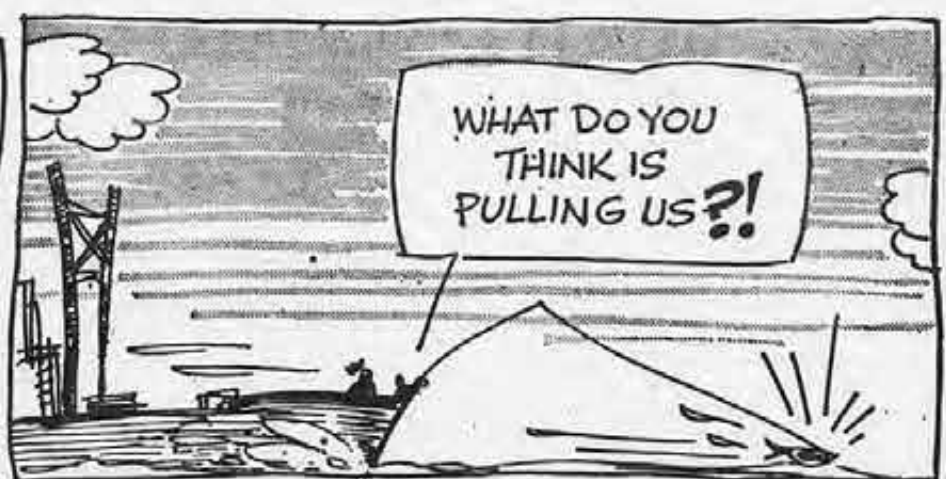
A happy crew is sometimes created all through the hard work of the ship's delegate in performing his duties constantly and tirelessly. Aboard the Transorient (Hudson Waterways) the crew has given ship's delegate R. DeBoissiere a special vote of thanks for the smooth trip they have been having and for the special care he gave Seafarer Harold Kammet when Kammet was sent to the hospital with a shoulder injury and then flown back to the States. DeBoissiere said he could not have done it without the good cooperation he received from the crew, reports R. Bridges, meeting secretary.

LOG-A-RHYTHM:

Jealousy

By ROY FLEISCHER

I've seen them in Hong Kong,
Bridgeport, Galilee —
And women on waterfronts
Sit with their backs to seas.
I never could understand it.
Don't they want to be free?
Or perhaps the answer is: —
They are jealous of the sea.



SIU Crew Keeps High Spirits Despite Lady Luck's Desertion

While Seafarers on a long voyage don't get down on their hands and knees to pray for Lady Luck's kind attentions, they are always more than appreciative of any jinx-killing blessings that she might bestow upon them. However, when there is no evidence that the Good Lady has remembered a ship, crewmembers have the choice of either resigning themselves to a hard fate or spend their time looking for the bright side of those dark clouds passing overhead.

One SIU crew following the latter course of keeping its spirits up while Lady Luck gallivants around elsewhere on the ocean, is on the Venore (Venore), which is heading back to the U.S. after traveling around the world.

In a letter to the LOG, Frank (Hawkeye) Rakas, ship's delegate, describes some of the ups and downs experienced by the SIU men on the Venore. "We have had everything from dandruff to broken feet," he claims. But, true to the traditions of the Brotherhood of the Sea, Rakas still has a lively sense of humor and a healthy share of optimism. "All in all," he



Rakas



Martin



Yarbrough

writes, "with our trials and tribulations, we have had a fine voyage."

Without Lady Luck to watch over them, both officers and crewmembers on the Venore have suffered more than their share of mishaps. Rakas reports that a total of six men have had to be left behind because of sickness or illness by

the time the ship departed from Pakistan. In addition, he says that there are two mates limping, a quartermaster on crutches and three more crewmembers who are complaining of aches and pains. But, everyone on board is looking forward to landing at Durban where a doctor can take a look at these unfortunate shipmates.

Two crewmembers who keep the laugh muscles of the Venore's SIU men well stretched are "Smiling" Wilson Yarbrough, ship's steward, and Blackie "Quinine" Martin, the bosun. According to the ship's delegate, the basis of Wilson's nickname is that when he smiles, you can hear him all the way to the bridge. On the other hand, Rakas says that Blackie Martin is really down on the world, and when the two of them get together, there are enough laughs to go around for everyone on board.

Rakas relates a sample of the good-natured dialogue between the steward and the bosun that he happened to overhear not long ago:

Steward: "Hell-o, Friend."

Bosun: "You ain't no friend of mine. I didn't get a think to eat all day."

Steward: "If I had a laundry bag hanging on me like you have, I wouldn't eat for the next three days straight."

Bosun: "Yeah? Well, six months ago you couldn't even spell 'steward'—and now you end up feeding us."

Steward: "If I'd have stayed on deck, I sure wouldn't end up being a bosun today."

Bosun: "What would you be?"

Steward: "Why, I'd be the skipper."

Bosun: "Just how do you figure that?"

Steward: "Because I can read and write."

With characters like "Smiling" Yarbrough and Blackie Martin on board, the Venore's crew doesn't have much chance to worry about the absence of Lady Luck. "Yes sir," declares Rakas, "everything is running smoothly. We are not all fat as pigs, but we are doing all right. If the red beans and rice hold out, we will be in Baltimore smiling on September 21st."

Use Only One Mail Address

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

In The Tradition Of The Sea



Seafarers aboard the Globe Carrier (Maritime Overseas) pay their final respects to Fred G. Davis, Jr. as the vessel's master (r) conducts the burial service. Davis was buried after last respects were paid in the finest tradition of the sea. A victim of a heart attack, he was laid to rest at sea according to the wishes of his family.

Montpelier Victory Crew Pleased By Good Payoff

Seafarers everywhere brag that their's is the best maritime union in the world, but SIU men aboard the Montpelier Victory (Victory Carriers) have the proof of their own eyes and pocketbooks that there is no substitute for strong, effective union representation. In fact, crewmembers have nothing but high praise for the success the SIU in the Port of Houston achieved in dealing with a particularly difficult payoff when their ship docked in Corpus Christi.

At issue were several hundred hours of disputed overtime. However, after only a day's wait, effective representation in the best SIU tradition, brought about

a settlement through which most of the disputed overtime was paid. The remainder went into arbitration.

Company officials had disputed overtime payments for pumpmen



Holsenbeck



Henley



Smith



Wilson

who operated ship's evacuators which were used to discharge cargo during their off-duty hours. After meeting with the Union representatives, crewmembers were paid the money in question.

Firemen who provided steam for tank blowers, claimed overtime for night watches and weekends. Maintenance men had put in for OT for breaking cement around rose boxes and cleaning them. Smaller amounts of disputed OT for deck and engine departments was paid to crewmembers according to the settlement. Overtime claims by firemen and deck maintenance workers which the company disputed finally went to arbitration.

Ship's delegate L. C. Wilson and department delegates Lee Smith, engine; Joe Holsenbeck, deck; and Virgil Henley, steward, all had high praise for the SIU efforts. Both they and several other members of the crew expressed their gratitude at a special shipboard meeting following the payoff. Seafarers in the crew received special compliments from the patrolman for their record and for living up to their end of the contract.

Some of the other well known SIU oldtimers who were part of the Montpelier Victory's crew included James Dixon, Bosun; "Bugger" Jones, chief cook; Red Burke, chief steward; George Bales, dayman; and Red Wilson, AB.

STEEL EXECUTIVE (Isthmian), August 9—Chairman, R. Hutchins; Secretary, C. Wood. Everything is moving nicely. \$10.00 in ship's fund. Each crewmember requested to cooperate and help keep laundry room clean, also to turn off washing machine when job is finished. Vote of thanks to steward department for good food and service. Vote of thanks to all department delegates for doing a good job.

BEAUREGARD (Sea-Land), August 24—Chairman, Fazil Ali; Secretary, Jose A. Silva. No beefs were reported by department delegates.

ROBIN HOOD (Robin), August 23—Chairman, J. Wade; Secretary, C. Sypher. Brother R. Gannon was elected to serve as ship's delegate. Some disputed OT in deck department.

DETROIT (Sea-Land), August 20—Chairman, J. McLaughlin; Secretary, L. Dooley. \$3.00 in ship's fund. No beefs reported by department delegates. Food Plan representative to be contacted in regards to getting a better quality of bacon.

RAPHAEL SEMMES (Sea-Land), August 20—Chairman, Angelo Romero; Secretary, Buy Walker. \$7.22 in ship's fund. Donations will be accepted at payoff. No beefs reported by department delegates.

SEAMAR (Calmar), June 27—Chairman, L. Barch; Secretary, C. B. J. Brown. All repairs were taken care of. \$9.15 in ship's fund. No beefs were reported by department delegates. Brother N. Pruska was elected to serve as ship's delegate.

SEAMAR (Calmar), June 14—Chairman, L. Barch; Secretary, T. A. Jackson. Crew's washing machine and TV were repaired. \$8.15 in ship's fund. No beefs reported by department delegates. Vote of thanks to the steward department.

ROBIN GRAY (Robin), August 9—Chairman, J. Sutherland; Secretary, J. Graddick. \$23.17 in ship's fund. No beefs reported. Everything is running smoothly.

STEEL RECORDER (Isthmian), August 16—Chairman, W. Davies; Secretary, J. A. Shortell. No beefs were reported by department delegates. Discussion on getting a standard brand of tea aboard.

STEEL CHEMIST (Isthmian), July 26—Chairman, J. Gallagher; Secretary, J. Baker. Disputed OT from last payoff is to be checked in New York. Brother Wade B. Harrell was elected to serve as ship's delegate. Crew requested to return cups to pantry and cots to be brought in when not in use.

MT. WASHINGTON (Victory Carriers), August 9—Chairman, Peter Patrick; Secretary, Pete Blalack. Brother

Pete Blalack was elected to serve as ship's delegate. Discussion on keeping spare head unlocked. Crew requested to be quiet in passageways. \$7.04 in ship's fund. No beefs reported.

ALCOA VOYAGER (Alcoa), August 11—Chairman, Celanski; Secretary, None. Some disputed OT reported in deck and engine departments.

ANDREW JACKSON (Waterman), August 22—Chairman, J. Miller; Secretary, Huminado R. Llenos. Records of the safety meeting were read by the ship's delegate. The ship's delegate advised all "B" book men to take advantage of the Upgrading Program. \$4.00 in ship's fund. No beefs reported by department dele-

gates. Crew requested to bring all soiled linen midship. Also to keep the recreation hall clean at all times.

FLOMAR (Calmar), August 9—Chairman, H. Galecki; Secretary, F. L. O'Laughlin. Ship's delegate resigned and Brother Karl V. Christensen was elected to serve in his place. Discussion on linen and stores being taken care of for ship's return voyage. No beefs reported by department delegates.

MARGARETT BROWN (Bloomfield), August 16—Chairman, None; Secretary, Fred Sullins. A vote of thanks was extended to department delegates and the entire steward department for a job well done.

DEL MUNDO (Delta), August 30—Chairman, William H. Field; Secretary, Joseph Tagur. Brother D. J. Burnett was elected to serve as ship's delegate. \$5.00 in ship's fund. No beefs were reported.

OLGA (Sea Tramp), September 7—Chairman, Wesley Young; Secretary, Jerome Michaelson. Motion made to put suggestion boxes in all shipping halls for suggestions by members concerning operation of the Union. Donations to ship's fund was discussed and encouraged. Vote of thanks to the galley force for good food.

ALAMAR (Calmar), September 6—Chairman, Edward C. Ruley; Secretary, Diego Martinez. Few hours disputed OT in deck department to be taken up with boarding patrolman. Discussion on repairs.

OCEAN ULLA (Maritime Overseas), August 23—Chairman, James H. Naylor; Secretary, J. W. Samsel. Discussion in regard to new fans being put aboard as the present ones are worn out. No beefs were reported. Motion made that all SIU ships be air-conditioned.

MORNING LIGHT (Waterman), September 7—Chairman, John Kucharski; Secretary, F. Marvin Rose. Repairs being taken care of. No beefs reported in deck and engine departments. Beef about food going to waste in steward department.

MORNING LIGHT (Waterman), August 15—Chairman, Charles B. Jennings; Secretary, John Dinardo. All repairs have not been completed. No money in ship's fund.

ALCOA ROAMER (Alcoa), September 6—Chairman, E. Kelly; Secretary, J. E. Hannon. No beefs reported by department delegates. Discussion on water tanks. Vote of thanks extended to the steward department.

NIAGARA (Oriental Exporters), August 30—Chairman, D. Sacher; Secretary, E. Villazol. Some disputed OT in deck and engine departments. One man was hospitalized in Salonica, Greece. Everything running smoothly.

RIO GRANDE (Oriental Exporters), August 29—Chairman, Leon Foskey; Secretary, None. Crew received tape recorder from the Captain which was donated to the ship by a doctor who was aboard during the Lakonia rescue. Some disputed OT in deck department. \$3.00 in ship's fund. Crew requested to be quiet in passageways.

PANOCEANIC FAITH (Panoceanic Tankers), August 23—Chairman, Kenneth Collins; Secretary, Kenneth Collins. Crew were informed that the first draw will be in American currency and any other draw made in port will be in local currency. \$13.65 in ship's fund. No beefs or disputed OT reported. Everything running smoothly.

LOS ANGELES (Sea-Land), September 10—Chairman, Fred Boyne; Secretary, Ken Turner. No beefs reported by department delegates. \$2.42 in ship's fund. Brother Bob Lasso was elected to serve as ship's delegate for next trip. Discussion on food. A few sea-sick sailors due to Hurricane Dora.

STEEL DESIGNER (Isthmian), August 30—Chairman, Clarence White; Secretary, Frank Rodriguez, Jr. No beefs. Ship is running smoothly. \$16.80 in ship's fund. Captain is happy with crew. Vote of thanks extended to all departments for their cooperation to each other.

DIGEST of SIU SHIP MEETINGS

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The Log 675 Folioth Ave. Philadelphia, Pa. 4/11/32



Captain R. J. Peterson sailed on a barque such as the one pictured above at the time the Panama Canal was opened. His description of a fatal voyage he made on the Dovenby, which ended when she was deliberately rammed by a liner in the opening days of World War I, appears at the right.

Old Sailors Saw Hard Times When Panama Canal Opened

* Captain R. J. Peterson, author of the following story of the barque Dovenby, is no stranger to LOG readers. A veteran oldtimer, Capt. Peterson can look back on years of experience as master on sailing vessels, motor and steam ships. A veteran of both world wars, he served as column leader in World War II convoys. He is a long time contributor to the Seafarers Log.

The world may celebrate the Golden Anniversary of the opening of the Panama Canal, but there was little celebrating when it was first opened among the sailors that suddenly found themselves without jobs.

To the sailors, the men who sailed around the Cape Horn, it was a sad day the "Pan-Can" opened. Rates on freight dropped on that day by 50 percent. Exporters and importers shouted in glee, while sailors mourned the loss of the trade route around the Horn and the loss of their ships that followed.

I was on the barque Dovenby at the time, and with us was an old sailor named Brixham. He was a fine sailor, with a ruddy face and curly hair that gleamed with silver. He had done most of his sailing around the Cape of Good Hope, at the tip of Africa. When the Suez Canal was opened, he suddenly found himself without a job and struggling to stay at sea.

He cursed the day de Lesseps had dug the Suez with cheap Egyptian labor. It too, had cut freight rates by 50 percent. Thousands of sailors were thrown out of their jobs and ended up on the beach to go hungry.

Brixham joined us on the

Dovenby in Newcastle, Australia. He had just left the fine, 4-masted barque, Affon Alow, which means Musical Waters in the Welsh language.

That was back in 1913, during the days the sailing ship was queen of the seven seas. The barque Dovenby, princess of the ocean, had just sailed from London, stopping at Santos, to Newcastle to take on a load of coal, bound for Mexillones, Chile.

Brixham, who had lost his job sailing around the Cape of Good Hope sought refuge on the route around the Horn.

We on the barque Dovenby, loaded to the scuppers with a cargo of coal, sailed with Mexillones, on a sea filled with "graybeards," the storm waves of the deep.

They almost swamped us one cold day. Had we gone down no one would have known it, and the ship insurers, who were betting we would never make our destination, would have grown fatter on our disappearance.

We unloaded our cargo at Mexillones by hand, and took on ballast of sand to make the trip up coast to Iquique, Chile, where we were to take on a load of nitrate bound for the European continent.

Then we heard, to our great sorrow, that the PanCan had opened. Freight rates dropped like an anchor, and the steamers, old tramps, rushed in to grab the rich nitrate trade, using the canal. There was suddenly no cargo left for us.

We sailed next for Callao, Peru, to be provisioned lest we starve, and sailed straightway to Lobos de Tierra to take a load of guano for Antwerp. We were going to circle the Horn, of course.

We spent two months at Lobos de Tierra, working by hand to load the guano to the scuppers, so the ship's owner could make a pound or two profit.

We sailed in July of 1914, homeward bound. After bracing the Dovenby's yards to the So' east trade winds, we headed for the Horn. A month of smooth sailing followed, and we found ourselves in the Cape Horn latitudes. The weather was clear and cold, but the wind was straight from out of the east, falling on us like a curse.

We spent a full month rounding the Horn. We almost ran aground on Staten Island, while searching for some fresh water and provisions of hard tack for the Atlantic crossing.

We were 127 days out, near the choppy sea of the English Channel, when we were hailed by a British cruiser, her guns ready to fire. War had broken out in Europe, and our destination, Antwerp, was now in the hands of the enemy, Germany. We were ordered to London.

The ill fated trip was not over yet, however, for on the morning of Nov. 7, just 17 miles off Gravesend, the morning mist lifted and we were sighted by the Sindaro, a Dutchman.

The Java-bound liner had fallen into the hands of the enemy, and she rammed the Dovenby, leaving her crew to swim for their lives in the cold ocean.

With full steam behind her, the Sindaro rammed the Dovenby so hard the bow of the liner went half through the barque's hull. The

cargo of guano shot into the air like a geyser of mud, and the crew jumped into the sea to escape injury.

All except Brixham, the old sailor. He was at the wheel when the ship was rammed and never left his post.

Steel Maker's Crew Praised For Teamwork

An exciting account of the fast and courageous action by Seafarers aboard the Steel Maker (Isthmian) following its collision with the Texaco Wisconsin on the Delaware River has been sent to the LOG by Fred Tampol, ship's delegate on the SIU-manned ship. A story of the collision appeared in the August 21 issue of the LOG.

As the crew came running, Captain Gibbons ordered life jackets donned and fire hoses manned. The ship's delegate says that the crew reacted spontaneously, and seconds later members of the deck and steward departments were hosing down the area where the crash occurred to prevent the inflammable cargo from igniting.

Tampol reports that the crew, following the able directions of bosun Stanley Jandora, was able to get number 3 hatch opened in a matter of minutes. Meanwhile, the captain was barking orders from the bridge as if the ship were under enemy attack, according to the delegate.

Well aware of the fast, efficient action of the SIU men in the crew at the time of the collision, the Steel Maker's master expressed lavish thanks to crewmembers for their spectacular performance. The Captain said that after witnessing the teamwork the crew displayed, he couldn't ask for a better bunch of seamen to man his ship.

Tampol says that the Steel Maker's crew is staying on while their ship is in dry dock at the Sun Shipyard in Chester, Pa.



Getting a good look at the damage the day after the Steel Maker (Isthmian) collided with the tanker Texaco Wisconsin, Fred Tampol, ship's delegate, is seen taking notes for an account for the LOG.



Peterson

MONARCH OF THE SEAS (Waterman), August 6—Chairman, L. J. Pate; Secretary, B. Huszar. Ship's delegate reported no beefs and no disputed OT aboard. Fine crew and all has gone well. Vote of thanks was extended to departing ship's delegate for a job well done. Brother Raul Mattin was elected to serve as new ship's delegate. Vote of thanks to the steward department for fine food and a job well done.

ROBIN KIRK (Robin), August 30—Chairman, Joseph Binchard; Secretary, Lewis S. Thomas. Brother Thomas was elected to serve as ship's

PENN CHALLENGER (Penn Navigation), September 5—Chairman, J. Tanner; Secretary, I. K. Coats. Vote of thanks to the steward and three remaining men for doing a fine job under prevailing conditions. Vote of thanks to Union officials at headquarters for the prompt reply to all inquiries during voyage. Vote of thanks to crew for making ship's delegate's job easy. Vote of thanks to the captain for his cooperation and consideration during last nine months. \$10.00 in ship's fund. No beefs and no disputed OT.

LOS ANGELES (Sea-Land), August 23—Chairman, F. Boyne; Secretary, R. H. Simpson. Brother F. Boyne was elected to serve as ship's delegate. \$2.40 in ship's fund. No beefs were reported. Everything is running smoothly.

MONTICELLO VICTORY (Victory Carriers), May 17—Chairman, Oliver Hodge; Secretary, Lucas Arzadon. \$32.60 in ship's fund. No beefs were reported.

COLUMBIA (United States Steel), August 27—Chairman, W. Brightwell; Secretary, M. S. Sospina. \$10.00 in ship's fund. Everything running smoothly with no beefs. Brother G. Fargo was elected to serve as ship's delegate.

SPITFIRE (American Bulk), August 30—Chairman, C. Nelson; Secretary, C. A. Welch. Some disputed OT in engine department. Crew requested to turn in extra linen to steward. Ship's library requested.

STEEL NAVIGATOR (Isthmian), August 30—Chairman, Hushel A. Orlando; Secretary, Charles Scofield. No beefs reported. Everything is running smoothly. \$44.50 in ship's fund. Motion made to have company issue American money instead of travelers checks. Exterminator needed for roaches in rooms and messhalls.

COMMANDER (Marine Carriers), August 29—Chairman, Frank B. Coker; Secretary, Chester Makuch. Most of the repairs have been completed. Others will be taken care of shortly. No beefs reported.

NEVA WEST (Bloomfield), September 2—Chairman, Johnny Hunter; Secretary, Robert L. Wells. \$13.20 in ship's fund. No beefs reported. Vote of thanks extended to the steward department for the best cooking, baking and service during the entire trip.

OCEAN EVELYN (Maritime Overseas), August 30—Chairman, A. Notturno; Secretary, F. Webb. No beefs reported by department delegates. Brother F. Gustav was elected to serve as ship's delegate. Ship needs fumigation for roaches. Vote of thanks to the steward department for a job well done.

HERCULES VICTORY (Marine Mangers), August 18—Chairman, Paul L. Whitlow; Secretary, Leroy Gullay. All members requested to donate \$1.00 towards ship's fund. Some disputed OT in each department. Discussion held on money draws and shortage of cigarettes.

DIGEST of SIU SHIP MEETINGS

delegate. Discussion on the refrigerating system. Vote of thanks to the steward department for a job well done.

DEL MAR (Delta), September 4—Chairman, T. D. James; Secretary, Fred Carpenter. Everything running smoothly. \$13.00 left in Movie Fund. Brother Clark C. Wood, Jr. was elected to serve as ship's delegate. No beefs reported.

EAGLE VOYAGER (United Maritime), September 3—Chairman, V. Genco; Secretary, None. It was reported that the Company put a TV set aboard and the crew really appreciates it. Captain will let crew have movie projector if crew will buy films. \$17.00 in ship's fund. No beefs were reported.

OLGA (Sea Tramp), August 12—Chairman, M. J. Kerngood; Secretary, W. Young. Crew asked to start ship's fund. No beefs and no disputed OT. Crew were requested to keep mess-room and recreation room clean.

DEL RIO (Delta), August 23—Chairman, A. Abrams; Secretary, W. W. Mitchell. \$3.00 in ship's fund. Some disputed OT in deck department to be taken up with patrolman. Discussion on food. Crew requested to help keep lounge and pantry clean.

LONGVIEW VICTORY (Victory Carriers), August 16—Chairman, Carl Lawson; Secretary, Robert W. Ferrandiz. Eighty-six cents in the ship's fund. Some disputed OT in the deck department. Vote of thanks extended to the steward and department delegates for a job well done.

SPITFIRE (American Bulk), August 30—Chairman, Curtis E. Nelson; Secretary, C. A. Welch. Some disputed OT in deck and engine departments, otherwise everything is going well. Crew requested to turn in all extra linen to steward.

LOG-A-RHYTHM:

Hail Autumn!

By J. Goodsell

Autumn is icumen in.
I welcome it with open arms.
Summer's just an old has-been.
I've grown weary of its charms.
Happily, I bid farewell
To outdoor grill and charcoal smoke,
To leafy glen and woodsy dell,
Lushly stocked with poison oak.
Without regret, I bid adieu
To bracing dip in icy lake;
To gay al fresco barbecue
With warmish beer and frigid steak.
I've lost my zest for gardening.
I'm sick of battling weeds and thrips.
Water skiing's lost its zing.
So have weekend camping trips.
I remember, back in June,
When summer beckoned, full of cheer.
Now I sing a different tune.
I've had it—up to here!

I pine to dine
In a dining room
With bright electric light;
I long for food,
Unbarbecued,
And damask gleaming white.
I dream of nights
In my inglenook,
All snug and warm and dry,
With the fire aglow,
And the lamps turned low,
And the thermostat turned high.
I've had my fill
Of summer fun
At mountains, lakes and shores.
I yearn to lead a life of ease;
Be sedentary as I please,
And safe from ants and gnats
and bees

In the great indoors!

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:

- Fred Woodrow Hoover, born December 10, 1963, to the Aldon Hoovers, Hammond, La.
- Joyce Jordan, born March 27, 1964, to the Philip Jordans, Jersey City, New Jersey.
- Richard L. Gauthier, born February 8, 1964, to the Robert L. Gauthiers, Manistee, Mich.
- Michael Coffman, born February 7, 1964, to the Ulas Gene Coffmans, Houston, Texas.
- James Rounds, born September 26, 1964, to the John C. Rounds, Sulphur, La.
- William Coyer, born February 27, 1964, to the William F. Coyers, Oswego, New York.
- William Jackson Weckler, born January 17, 1964, to the Antone Wecklers, Sturgeon Bay, Wis.
- Trudy Debra Prescott, born February 23, 1964, to the Dennis P. Prescotts, Orlando, Fla.
- Kenneth Dale Wendorf, born February 29, 1964, to the Robert Wendorfs, Petoskey, Mich.
- Phillip Smoke, born October 12, 1963, to the Charles Smokes, Mobile, Ala.
- Martin Barras, born November 24, 1963, to the Stanley J. Barras, Slidell, La.
- Michael Joseph Moran, born January 13, 1964, to the Raymond Morans, Cleveland, Ohio.
- Lori Jaye Saranthus, born October 20, 1963, to the J. B. Saranthus, Wilmer, Ala.
- Diane Landreville, born February 27, 1964, to the Lucian Landrevilles, Hessel, Mich.
- Richard Troxclair, born June 24, 1964, to the Calvin J. Troxclairs, New Orleans, La.
- John Thayer, born February 24, 1964, to the Thayer V. Thayers, Manistique, Mich.
- Cynthia Hapoleonis, born March 7, 1964, to the Julio Hapoleonis, Brooklyn, New York.
- Kalliopt Voyiazis, born December 17, 1963, to the Demetrios Voyiazis, Brooklyn, N.Y.
- Beverley Sue Vaughn, born August 21, 1963, to the Bradley Vaughns, Jonesville, Va.
- Melinda Tucker, born February 4, 1964, to the Joseph A. Tuckers, Chickasaw, Ala.
- Hilda Marlene Moreno, born February 1, 1964, to the Luis Morenos, Houston, Texas.
- Karen Duncan, born February 26, 1964, to the James K. Duncans, Jr., Fort George, Fla.
- Edward Bramble, born March 6, 1964, to the Charles H. Brambles, Atlantic City, New Jersey.
- Robert Allen Rabideau, born January 1, 1964, to the Albin Rabideaus, Cheboygan, Mich.
- Carole Ann McHale, born January 14, 1964, to the John J. McHales, New York, New York.
- Robin Roberts, born January 31, 1964, to the Henry Roberts, Seattle, Washington.
- Kinberly Joy Gohl, born December 26, 1963, to the Charles H. Gohls, Alpena, Mich.
- Randall Allbright, born February 4, 1964, to the Robert Allbrights, Alpena, Mich.
- Alfred Smith, born December 21, 1963, to the Alfred Smiths, Somerdale, N.J.
- Pamela Ann Lahaye, born October 16, 1963, to the Lew Nolan Lahayes, Nederland, Texas.
- Paul Covington, born January 10, 1964, to the James E. Covingtons, Prichard, Ala.
- John Roberts, born January 12, 1964, to the John A. Roberts, Woodlawn, Va.
- Ruth Esther Espanol, born March 6, 1964, to the Jose M. Espanols, Bronx, New York.
- Stephen Lisenby, born February 9, 1964, to the Stephen Lisenbys, Seattle, Wash.
- James Francis Gravelle, born February 11, 1964, to the Eugene Gravelles, Brimley, Mich.
- Di Ann Valle, born January 21, 1964, to the Thoms P. Valles, Melvindale, Mich.
- Regena Plante, born February 12, 1964, to the Francois M. Plantes, Komak, Texas.
- Douglas Clifford, born January 30, 1964, to the Robert Cliffords, Taylor, Mich.
- Walter Johnson, born February 11, 1964, to the Riley Johnsons, Belhaven, N. C.
- William Wolcott, born March 12, 1964, to the Richard C. Wolcotts, Wayne, Mich.
- Daniel Dryden, born June 12, 1964, to the James L. Drydens, San Pedro, Calif.

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):

Robert H. Conway, 70: Brother Conway died of heart failure in the South Chicago Hospital on March 29, 1964. A member of the Great Lakes Tug and Dredge Union, he sailed as a tug lineman until his retirement in 1963. Surviving is his son, Robert H. Conway, Jr. Burial was at the St. Joseph Cemetery in River Grove, Inn.



James Melvin Van Santen, 20: Brother Van Santen died Aug. 9, 1963, of accidental electrocution. After joining the SIU Great Lakes District in 1960, he sailed in the deck department. Place of burial was in Ridge Lawn Cemetery, Gary, Indiana.



Edison Walker, 47: Brother Walker died aboard the Aldina in Bombay, India, on March 16, 1964, of natural causes. A member of the steward department, he joined the Union in Dec., 1938. He is survived by his wife, Mrs. Catherine J. Walker. Burial was in Prichard, Ala.



George A. Zalensky, 52: Brother Zalensky died April 4, 1964, of natural causes while in Sopot, Poland. After joining the SIU in 1951, he sailed in the deck department. He is survived by his sister, Mrs. Marina Roszkowski. Place of burial was not reported.



John F. Santos, 60: Brother Santos died of a heart ailment in the USPHS Hospital in Portsmouth, R.I., on March 20, 1964. A member of the deck department, he joined the SIU in 1939. He is survived by his wife, Mrs. Mary M. Santos. He was buried in the St. Johns Cemetery in New Bedford, Mass.



Malcolm MacArthur, 46: Brother MacArthur died of natural causes on Oct. 19, 1963, in the Detroit U. S. Public Health Service Hospital. He was a member of the IBU-Great Lakes Tug and Dredge Region and sailed as a dredge deck hand. He is survived by his wife, Mrs. Margaret MacArthur. Burial was in Our Lady of Hope Cemetery, Brownstown Township, Michigan.



August Joseph Princen, 30: Brother Princen died at the Brooklyn Army Terminal of accidental causes on Jan. 2, 1964. Joining the SIU in 1944, he sailed in the deck department. His stepmother, Mrs. Leta Stoeling, survives. He was buried in the Long Island National Cemetery in Farmingdale, L.I.



Benito Candamlo, 77: Brother Candamlo died of natural causes in the Jackson Memorial Hospital, Miami, Fla. A member of the SIU since 1938, he sailed in the steward department. He is survived by his wife, Susan. Burial was in Miami Memorial Park, Miami, Fla.



Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

PERSONALS and NOTICES

Edgar R. Goulet
You are asked to get in touch with your daughter, Barbara, at 98 East Brookline St., Boston, Mass.

HE 5-3816 or write her at 552 Ocean Ave., Jersey City, N.J. and let her know your whereabouts.

Jerry McCarthy
Get in touch with your daughter, Kathleen McCarthy or her mother, Esther, at 703 East Fifth St., South Boston, Mass., Tel. 268-5798, on an urgent matter.

James B. Morton
You are asked to contact Gloria Theobald, 48, 50, 52 George St., Apt. J, Port-of-Spain, Trinidad, on an urgent matter.

John J. Houlihan
Your sister, Christine, of 27 Wilmet Road, Waltham, Mass., requests that you contact her.

Ralph Kendorski
You are requested to get in touch with Joe (Peanuts) Schaeff at 9808 Linden Ave., North, Seattle, Washington.

Edward Casey
Contact your wife Frances, at 343 Melrose St., Brooklyn, N.Y.

Adrien Fecteau
You are asked to get in touch with D. L. Adams, 4224 So., Derbigny Street, New Orleans, La.

Former SS Bonanza Crewmembers
Andy Anderson has lost a blue zipper bag with important papers inside. Anyone knowing its whereabouts is requested to write him at 117 Giffin, Pittsburgh 10, Penn.

Tax Refund Checks
Income tax refund checks are being held for the SIU members listed below by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, Cal.:

Joseph E. Bailey
You are urgently requested to contact your wife at GR 2-0393, Tacoma, Wash., concerning an immediate operation for Jill.

Margarioto Borja, Eugene L. Castano, Jr., Winfred S. Daniel, Fortunato Drilon, Willie Edwards, Orlando Frezza, Donald J. Hampton, Elgil E. Hjelm, Frank LaRosa, Sheffield Nerkitt, Robert W. Oslin, Arthur Da. Payton, Jorgen G. Pedersen, Champ C. Smith, Henry R. Smith, Charles E. Switzer (2), Bernardo Tombocon and Yung Ploy Woo.

Edward Mooney
Your wife, Josephine Mooney would like you to call her at

Schedule of Membership Meetings

SIU-AGLIWD Meetings

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

New York	October 5	Detroit	October 9
Philadelphia	October 6	Houston	October 12
Baltimore	October 7	New Orleans	October 13
Mobile	October 14		

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West Coast SIU-AGLIWD Meetings

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

The schedule is as follows:

Wilmington	San Francisco	Seattle
October 23	October 19	October 23
November 16	November 18	November 20

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Great Lakes SIU Meetings

Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit,

where meetings are held at 2 PM. The next meetings will be:

Detroit	Sept. 21-2 PM
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort,	September 21-7 PM

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SIU Inland Boatmen's Union

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

Philadelphia	Oct. 6-5 PM
Baltimore (licensed and unlicensed)	Oct. 7-5 PM
Houston	Oct. 12-5 PM
Norfolk	Oct. 8-7 PM
N'Orleans	Oct. 13-5 PM
Mobile	Oct. 14-5 PM

RAILWAY MARINE REGION

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

Jersey City	Oct. 12
Philadelphia	Oct. 13
Baltimore	Oct. 14
Norfolk	Oct. 15

GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are scheduled each month in the various ports at 7:30 PM. The next meetings will be:

Detroit	Oct. 12
Milwaukee	Oct. 12
Chicago	Oct. 13
Buffalo	Oct. 14
Sault Ste. Marie	Oct. 15
Duluth	Oct. 16
Lorain	Oct. 16

(For meeting place, contact Harold Ruthsatz, 118 East Parish, Sandusky, Ohio).

Cleveland	Oct. 16
Toledo	Oct. 18
Ashtabula	Oct. 18

(For meeting place, contact John Mero, 1644 West 3rd Street, Ashtabula, Ohio).

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United Industrial Workers

Regular membership meetings for UIW members are scheduled each month at 7 PM in various ports. The next meetings will be:

New York	October 5
Baltimore	October 7
Philadelphia	October 6
Houston	October 12
Mobile	October 14
New Orleans	October 13

* Meetings held at Labor Temple, New York.
 † Meeting held at Labor Temple, Sault Ste. Marie, Mich.
 ‡ Meeting held at Galveston wharves.

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, DETROIT, MICHIGAN
 Bill Cowan
 Albert Henke
 James Howes
 Hubert Kangas
 Arthur LeBear
 Clarence Lenhart
 Gordon McLaren

USPHS HOSPITAL, FORT WORTH, TEXAS
 Charles Coburn
 Arthur Collett
 Benjamin Deibler
 Abe Gordon
 Burl Haire
 Thomas Leahy

SAILORS' SNUG HARBOR, STATEN ISLAND, NEW YORK
 Daniel Gorman
 Alberto Gutierrez
 Edwin Harriman

USPHS HOSPITAL, MEMPHIS, TENNESSEE
 James McGee

PINE CREST HAVEN NURSING HOME, COVINGTON, LOUISIANA
 Frank Martin

VA HOSPITAL, NORTHAMPTON, MASSACHUSETTS
 Maurice Roberts

VA HOSPITAL, MARTINEZ, CALIFORNIA
 Arthur Sigler

US SOLDIERS HOSPITAL, WASHINGTON, D.C.
 William Thomson
 Paul Stowall

USPHS HOSPITAL, NEW ORLEANS, LOUISIANA
 James Armstrong
 Thomas Bernsee
 Guy Casey
 Joseph Clement
 S. Clinkscapes
 James Davis
 John Edwards
 Cline Galbreath
 Avery Galloway
 Benjamin Hudgins

Philip Mendoza
Francisco Nadal
Harry O'Brien
Harry Peeler
James Redden
Salbata Serio
W. R. Simpson
Thomas Sims
E. R. Smallwood
Charles Smith

Dan Jenkins
Victor Kennedy
Mont McNabb
Henry Mass
Warren Manuel
Joyce Massey
Charles Matthews
C. McMullin

Norville Sykes
M. B. Tangalin
J. C. Thompson
Angel Valdes
Jerry Vinson
Milton Williams
Wm. Woolsey, Jr.
J. Wunderlick

SEATTLE, WASHINGTON
E. Ainsworth
Freddie Davocol
Arthur Furst

STATEN ISLAND, NEW YORK
William Alderman
John Allen
Vincent Astorino
Ellis Bishop
Arnesto Caligiura
Henry Callahan
C. Campbell
Gabriel Colon
Thomas Correll
John Cullingham
John Cunningham
Hamilton Dalley
Carlos Diaz
Howard Faulkner
Natanil Garcia
H. L. Gardner
Arvid Gylland
Leroy Hanlon
Anton Hansen

Jean Longhurst
Thomas Maher
Denis Marcoly
Donald McCowen
Anastery Minors
John Natoli
Harold Nelson
David Paschkoff
Alfonso Pavon
M. Reyes
Gerald Rivera
Jamie Rivera
E. Rubio
Anthony Scaturro
James Shiber
Edward Simms
Juan Soto
A. Straccolini
V. Torregosa

Charles Haymond
Martin Horner
Charles Johnson
L. G. Kropp
Cecil Leader
Chang Ling
Gus Lopez

F. L. Travis
Charles Uribe
Thomas Vain
Julio Valentin
F. Warner
James Williams
Vernon Williamson

USPHS HOSPITAL, NORFOLK, VIRGINIA
Larry Armstrong
Rubin Berry
Jesse Brown
Frank Buck
William Burnett
Clyde Fields

USPHS HOSPITAL, BRIGHTON, MASSACHUSETTS
Gilbert Edwards
Robert King
Robert O'Brien
T. Patriquin

USPHS HOSPITAL, SAVANNAH, GEORGIA
Lu Earl Gillain
Sam Walton
Calvin Martin
Grover Maddox

USPHS HOSPITAL, SAN FRANCISCO, CALIFORNIA
Roy Bru
Paul Clarke
Abdo Hussein
Raymond Knoles
Hubert Pousson

Fred Reimold
Harry Silverstein
George Saucier
John Tierney
Richard Zarragoza

Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

PRESIDENT
 Paul Hall

EXECUTIVE VICE-PRESIDENT
 Cal Tanner

VICE PRESIDENTS
 Earl Shepard
 Al Tanner

SECRETARY-TREASURER
 Al Kerr

HEADQUARTERS REPRESENTATIVES
 Bill Hall
 Ed Mooney
 Fred Stewart

BALTIMORE 1216 E. Baltimore St.
BOSTON 276 State St.
CHICAGO 9383 Ewing Ave.
DETROIT 1216 E. Baltimore St.
HOUSTON 5804 Canal St.
JACKSONVILLE 2608 Pearl St., SE, Jax

MIAMI 744 W. Flagler St.
BEN GONZALES, AGENT Franklin 7-3564
MOBILE 1 South Lawrence St.
LOUIS NEIRA, AGENT Hemlock 2-1754
NEW ORLEANS 630 Jackson Ave.
BUCK STEPHENS, AGENT Tel. 529-7546
NEW YORK 675 4th Ave., Brooklyn
HYACINTH 9-6600

PHILADELPHIA 2604 S. 4th St.
FRANK DROZAK, AGENT Dewey 6-3818
SAN FRANCISCO 450 Harrison St.
PAUL GONSOORCHIK, AGENT Douglas 2-4401
E. B. McAULEY, WEST COAST REP.
SANTURCE PR. 1313 Fernandez Juncoas
 Stop 20

KEITH TERPES, HQ. REP. Phone 724-2843
SEATTLE 2505 1st Ave.
TEB BAKKOWSKI, AGENT MAIN 3-4334
TAMPA 312 Harrison St.
JEFF GILLETTE, AGENT 229-2788
WILMINGTON, CALIF. 905 N. Marine Ave.
FRANK BOYNE, AGENT Terminal 4-2528

GREAT LAKES
SECRETARY-TREASURER
 Fred J. Farnen
ASSISTANT SECRETARY-TREASURER
 Roy Boudreau

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BUFFALO, NY 735 Washington
CHICAGO 9383 Ewing Ave.
CLEVELAND 1420 West 25th St.
DULUTH 312 W. 2nd St.
FRANKFORT, MICH. 415 Main St.
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SHUMAN

THE AFL-CIO officially endorsed President Lyndon B. Johnson and his Vice Presidential running mate Hubert H. Humphrey for election on November 3rd, giving clear and positive reasons for its call to union members across the country to give the Democratic ticket their whole-hearted backing.

At the same time the Goldwater-Miller ticket was rejected by the labor federation as representing everything opposed to legislation and policies which are considered important to the well-being of working men and women of America. Both of the Republican candidates are committed to the destruction of the rights and gains which have been made by labor unions since their inception.

To best defend the working man's interests in America over the next four years, the AFL-CIO and its affiliated unions, includ-

ing the SIU, are making every effort to bring about the highest possible vote for the Johnson-Humphrey team. The labor movement is making this effort so that every citizen in the country may have the opportunity to express themselves on the issues when they cast their ballots.

Never before has the presidential candidate of a major party compiled such an anti-labor record. In this year's Senate session alone, Barry Goldwater has demonstrated his anti-union position by voting against such labor-backed bills as medicare for the aged, the expansion of social security and the civil rights act.

An example of the AFL-CIO drives to bring out voters in communities across the country is the effort of the Hudson County, New Jersey, AFL-CIO unions in which the SIU is playing a major part. For a look at this typical union campaign, turn to page 12.