

"I'm My Own Man!"

Six-Point Program Proposed By SIU To Curb Runaways

Story On Page 8

Senate, House Okay P.L. 480 Extension

Story On Page 8

SIU Man Rescued After Fall Overboard; Lost For Seven Hours

Story On Page 2

U.S. Labor Aide Calls Runaway-Flag Device 'Deplorable Situation'

Story On Page 2

Longshoremen Strike Over Gang-Cut Issues

Story On Page 2

Annual Report Great Lakes Tug & Dredge Pension Fund

Filed With New York State Insurance Department

See Page 9

Labor-Management Conference On Manpower Training

U.S. Labor Aide 'Deplores' Runaway Ship Operations

NEW YORK—In an address before the first National Transportation and Apprenticeship Conference, John Henning, Under Secretary of Labor, called the foreign flag operations of American-owned companies "a deplorable situation." He said that these operations had caused unemployment among American seamen and shipyard workers.

Although he did not specifically name the company, the Under Secretary said that a very large American oil company, which has only 19 tankers under U. S.-flag registry, operates over 150 tankers under various foreign flags. "This is a deplorable situation," the Under Secretary said.

Editor's Note: According to the latest available analysis of the world tank ship fleet by Sun Oil Company and U.S. Navy Department figures, the Standard Oil Company of New Jersey and its affiliates own 125 tankers, which they operate under foreign flags, including the run-aways. They also operate a considerable number of vessels under charter arrangements which fluctuate and have even exceeded the number of vessels owned.

The Under Secretary said that many of these vessels had been built in foreign shipyards. Should this example of the exclusion of American labor—seamen and ship-

yard workers — be followed by other segments of American industry, unemployment would be considerably worse, Henning added.

Under Secretary Henning's remarks were made at the final day's session of the three day National Transportation Apprenticeship Conference at the Hotel New Yorker here. The conference, which was coordinated by the U.S. Department of Labor, brought together labor and management representatives to explore the problems, objectives and methods of apprenticeship training in the transportation industry.

The SIU and other major maritime unions were among the participants at the conference. The second day of the conference was devoted to panel discussions in each of the four major segments of the transportation industry — maritime, railroad, motor transport and airline. Each of the panels dealt with the training and apprenticeship problems peculiar to their industries.

In a message sent to the confer-

ence, President Johnson said "the cooperation exhibited by labor and management in the transportation industry at this first National Conference is the type of mutual effort in a common interest which has made and kept our country strong and progressive."

The President's message added that "our country is requiring increasingly greater numbers of highly trained men to keep pace with our rapidly expanding economy and changing technology."

A message from Secretary of Labor W. Willard Wirtz said "as representatives of labor and management concerned with apprenticeship in the transportation industry, you are doing important work for your industry and for the country."

Chairman of the labor division of the Conference is J. W. Ramsey, General Vice-President of the International Association of Machinists; the management division chairman is T. J. Riley, Supervisor of Maintenance Skills Training for the Port of New York Authority.

Seafarer Lost Overboard Survives All-Night In Sea

Seafarer Julio Solis, who spent seven agonizing hours in the shark-infested waters off Mayaguez, Puerto Rico, is alive today thanks only to his own physical stamina and the unrelenting efforts of his shipmates to save him from a watery grave.

An ordinary on the SIU-contracted Azalea City (Sea-Land), Solis was repairing cluster lights near the gangway when he fell overboard as the ship was heading out of Mayaguez harbor bound for the mainland.

AB Andrew Lavezoli, who was standing the four to midnight watch with Solis when the accident happened, told the story to the LOG. Lavezoli, then manning the wheel, said Solis made only one brief cry as he fell. Luckily, it was heard by an oiler who alerted the captain.

But the ship had not yet cleared the channel and there was no room to maneuver. The Azalea City proceeded ahead for another half mile, but managed to recall the launch transporting the channel pilot back to shore and have her

join in the search. One of the Azalea City's lifeboats was also dispatched, but both boats had one great enemy—darkness.

Solis, vainly trying to summon help out of the blackness about him, was also faced with enemies. The tropical waters were teeming with barracuda and sharks, and the sea was pulling him away from land. He was a strong swimmer, but not so young any more.

He started pulling for land with slow, measured strokes.

Meanwhile, the radio officer on the Azalea City tried to contact the Coast Guard. He could not raise the San Juan station but did manage to reach Miami. The mainland base then notified San Juan of the man overboard and search planes were sent out at first light. During the time, the Azalea City had dropped anchor and the lifeboat had returned from its first sweep of the area. It was dispatched again.

After swimming for what seemed hours, Solis finally reached a sand shoal. He dragged himself on to it and waited, uncertainly, for rescue. The shoal was so low he was forced to stand on it, the water lapping at his chest. To make swimming easier, he had removed all his clothes but his undershirt.

The night passed slowly, the search continuing.

As dawn broke, the Seafarer was spotted by 2nd mate Luciano who was searching in the Azalea City's lifeboat. Tired and exhausted, Solis was dragged into the rescue craft. The sand bar where he was found was three miles from the position of the Azalea City when he fell overboard, and two and one half miles off the port beam of the freighter when he was rescued. Solis had spent all night in the water.

The Lifeboat returned to the Azalea City long enough to allow Solis' gear to be tossed into it, then rushed him to land and a hospital. He was treated for exhaustion and exposure, kept in the hospital in Mayaguez a few days and released.

SIU Rep Heads First AFL-CIO Council In P.R.

SAN JUAN—In what has been referred to here as an "historic meeting," the AFL-CIO unions on the Island have formed the Central Labor Council of Puerto Rico.

The meeting, which was presided over by Agustin Benitez, AFL-CIO regional director in Puerto Rico, elected a slate of temporary officers pending the holding of a convention which will convene as soon as possible.

Keith Terpe, President of the SIU of Puerto Rico, was elected President of the Puerto Rico Central Labor Council.

Other officers elected were three Vice-Presidents. George Trevino of the United Steel Workers, Ralph Garcia of the Carpenters Union and Al Giordano of the International Union of Electrical Workers.

Elected as Secretary was Noble Gomez of the Boiler Makers. Tomas Martinez of the National Maritime Union was elected Treasurer.

Luis Montanez, Jr., President of the Puerto Rico Newspaper Guild is serving as Public Relations Director of the Council.

International President's REPORT

By Paul Hall



It is beginning to look as though the American Maritime Industry, which for so long has been bogged down in a welter of archaic practices, bureaucratic procedures, and conflicts engendered by narrow partisan interests, may be on the verge of developing a new perspective and understanding of what its role should be if it is to fulfill its very necessary function in this nation's economy and security.

Up until very recently, the tendency whether prompted by the desire to protect special interests, or by the awesome and overwhelming complexity of maritime problems—has been to oversimplify the causes of the industry's failure to maintain a healthy condition.

For many years the answer was limited to a theory that American maritime unions, in their efforts to protect American seamen's wages and working conditions, have been a fundamental cause of the decline of the U.S. merchant marine.

The persistence of our Union, together with other segments of maritime labor, to expose the fallacy of this line of reasoning was invariably greeted with cynicism.

Even in the halls of Congress, every effort to deal with the ills of maritime invariably was focused on the role of maritime labor. Compulsory arbitration, no-strike laws and the like have frequently been proposed as cure-alls for the industry's problems.

Now there is reason to believe that there is an increased awareness of the vast array of ills which are at the base of the maritime industry's problems. Apparently the people in Government and elsewhere, are concerned with the future of the merchant marine and are beginning to realize that maritime policies, formulated 30 years ago to meet the conditions of that day, are failing to provide this nation with the merchant marine fleet it needs today.

In this respect, the creation of the Maritime Advisory Committee and the Grievance Committee on Cargo Preference Administration represent a significant development, in that they provide forums for an expression of all viewpoints with respect to the basic maritime issues, as a means of ultimately strengthening the industry.

There was a time when special interests in maritime, often threw well-oiled propaganda machinery into operation to disseminate distorted and stereotyped views as to what was wrong with U.S. shipping. The day when this could be accomplished successfully may be past. With all elements of maritime represented around the same conference table, these people must be prepared to back up their assertions. They must either put up or shut up.

A case in point is the runaway-flag issue which was discussed at the last meeting of the Maritime Advisory Committee on Sept. 21. Now, when we and the other unions who are members of the committee charge, and support with facts, that runaway-flag shipping is inimical to the best interests of American seamen and the American merchant fleet, the runaway operators must be prepared to answer this charge.

We, in the SIU, view our role in the operations of the President's Maritime Advisory Committee and the Cargo Preference Grievance Committee with the utmost seriousness. Accordingly, we are exploring every aspect of merchant marine policy and practice. We believe that every fact regarding the merchant marine is pertinent to the work and objectives of these committees. We think, for instance, that it is important to determine whether or not the essential trade routes designated by our Government need reappraisal. We think it is important to study the mechanism by which Government cargo is awarded to various vessels, both U.S. and foreign, under our cargo preference laws. We think it is important to consider the propriety of having the maritime industry dependent to a large extent on decisions of a Government agency such as the Department of Agriculture, whose primary function is to help the American farmer, not the American sailor.

We think that the facts with respect to these and many other questions affecting the future of the American merchant marine will throw light on the problem and help to find answers to them. It is for this reason that we are proceeding with our intensive research and study of this whole complicated picture that is the American maritime industry as it exists today, and the factors which are involved.

ILA Hits Bricks In Gang-Cut Beef

NEW YORK—The AFL-CIO International Longshoremen's Association began a strike of all Atlantic and Gulf coast ports at midnight, September 30. The strike by the 60,000 dock workers of the ILA was

prompted by an attempt by shipping companies to reduce the size of work crews.

As the LOG went to press, the White House had already appointed a federal fact-finding board, to make an immediate report and government lawyers were expected to obtain an 80 day Taft-Hartley injunction in a matter of hours.

The strike's immediate effect was to tie up all shipping in ports from Portland, Maine to Brownsville, Texas. About 500 ships are affected.

The SIU and its seafaring sections, the SUP, MCS, MFOW and AGLIWD District have notified the ILA of their full support.

The key issue in the strike is

automation. The shipping companies are seeking reductions in the size of work gangs and changes in work rules that would pave the way for introduction of more automated cargo-moving machinery on the docks.

The strike came after a one year study by the Labor Department that was supposed to have resolved the automation dispute and create the grounds for a settlement.

In New York, where 28,000 longshoremen work, negotiations stalled on the problem of how many checkers and clerks would be effected by the changes in work rules the shipping companies are seeking. There are 4,400 such workers in the port.

SIU Election Supplement In Next Log

To familiarize the membership with the candidates and their backgrounds in advance of voting, the SEAFARERS LOG, in the issue to be published Oct. 16, will print a special supplement containing a picture and a biography of each of the candidates for office. In addition, the LOG will carry a sample ballot which will be an exact duplicate of the actual ballot. Voting starts Monday, November 2 and continues through December 31.



Solis

SIU Pushes Anti-Runaway Plan

WASHINGTON, D.C.—The Seafarers International Union of North America called upon the Maritime Advisory Committee to denounce the use by American companies of ships registered in Panama, Liberia and Honduras, and to recommend to the President, the Congress and the appropriate departments and agencies of the Government a six-point program of action against these runaway flags.

The SIU call was contained in a heavily-documented presentation submitted to the members of the Committee, which held its second meeting here on September 21.

The Maritime Advisory Committee was created by Executive Order of President Johnson on June 17 to consider the problems of the American-flag maritime industry. The Committee consists of Secretary of Commerce Luther H. Hodges, chairman; Secretary of Labor W. Willard Wirtz, and 17 non-Government members representing the maritime industry, maritime labor and the general public. The SIU representative on the Committee is its International president, Paul Hall.

The six-point program which the SIU urged the Maritime Advisory Committee to recommend is as follows:

1. The President shall reaffirm that it is the intention of the Government to foster the development of an American-flag merchant marine in accordance with the purposes expressed in the Merchant Marine Act of 1936. He shall further declare that the operation by American corporations or individuals of vessels in American commerce under the flags of Panama, Liberia, Honduras and other foreign nations is inconsistent with the purposes of the Merchant Marine Act of 1936 and detrimental to the best

interests of the American merchant marine, the American economy and the American people.

2. The President shall, by Presidential Directive, direct that the above policy be fully implemented by all Government departments and agencies.

3. In the implementation of this policy, the Department of State shall cease the support it has displayed over the years, not only of American runaway operators but of other foreign-flag shipping interests. The Department of Defense shall repudiate the invalid theory of "effective control" and assist in the rebuilding of the American-flag fleet by implementing fully the provisions of the law which calls for the 100% carriage of military cargoes in American vessels. The Department of Agriculture shall similarly assist in the rebuilding of the American fleet by insisting upon strict compliance with all provisions of the cargo preference laws. The Department of Justice shall recognize the jurisdiction of the National Labor Relations Board over American-owned foreign-flag vessels in American commerce and cease its efforts to interfere in the exercise of that jurisdiction. The Department of Commerce, through the Maritime Administration, shall cease extending Government war risk insurance to these runaway-flag ships. It shall also end its policy of condoning the transfer of American-owned vessels to runaway flags, from which these vessels can re-transfer to other flags which do not even come under the fiction of "effective control."

4. The Congress shall take steps to implement the proposals of the late President Kennedy in 1961 when he recommended elimination of the tax haven device used by the runaway operators and the taxation of profits earned abroad by American firms operating through foreign subsidiaries. The Congress shall also amend the cargo preference laws to exclude American-owned runaways and other American owned foreign-flag ships from the carriage of cargoes

generated by the American Government and financed by the American taxpayer.

5. The President shall direct that at least 25% of all foreign oil imported in the United States be carried in American ships. This would reduce the dependence of the United States on runaway vessels for the importation of this economically and politically strategic commodity and help to revive the independent American-flag tanker fleet which is essential to this nation's security but which, under the onslaught of the runaways, is now facing obsolescence and bankruptcy.

6. The United States, through its representative to the United Nations, shall call upon the UN for a more explicit definition of the "genuine link" principle, which holds that there must exist a demonstrable connection between a ship and the country of its registry.

The SIU said that the runaway-flag fleet of Panama, Liberia and Honduras now totals 1,507 vessels, which makes it one and a half times the size of the active oceangoing American-flag fleet. In addition the SIU pointed out that American companies own 409 PanLibHon vessels, which means that the American-owned section is more than one-quarter of the total PanLibHon fleet and is nearly half the size of the American-flag fleet.

The SIU emphasized that American-owned tankers now constitute 50% of the PanLibHon tanker fleet, 264 out of 529. Of these 264 American-owned tankers, nearly half are owned by five American oil companies Standard Oil of New Jersey, Texaco, Gulf, Standard Oil of California and Socony Mobil.

The SIU said that some 85% of the runaway-flag dry bulk carriers are foreign-owned. This means that America must heavily rely for the importation of strategic raw materials—iron ore, tin, manganese, copper—on foreign vessels which do not even come under the fiction of "effective control."

Despite this, the SIU pointed out the Maritime Ad- (Continued on page 9)

Moves To Weaken Bill Fail

CONGRESS EXTENDS PUBLIC LAW 480

WASHINGTON—An SIU-supported version of the bill to extend the life of Public Law 480 has passed the Senate and the House and is now slated to go to the White House for signing by the President.

A provision in the Senate-passed version of the law that would have done serious damage to the U.S.-flag shipping industry and threatened the jobs of American seamen, was overhauled and amended in a conference committee. The provision would have hurt the dollar position of U.S.-flag shipping by forcing it to take a portion of their charges for freight movement in instable or inconvertible foreign currencies.

The revised provision says that the "Commodity Credit Corporation shall finance ocean freight charges . . . only to the extent that such charges are higher (than would otherwise be the case) by reason of a requirement that the commodities be transported in United States flag vessels. Such agreements shall require the balance of such charges for transportation in United States flag vessels to be paid in dollars by the na-

tions or organizations with whom such agreements are entered into."

American flag ship operators, faced with costs that must be paid for in dollars, strongly opposed the measure. Maritime labor also opposed the provision because its effect would be to further reduce the amount of jobs in the industry.

Other provisions in the approved version of P.L. 480 would bar Yugoslavia and Poland from reaching agreements under Title I of the bill. Both communist countries would still be entitled to receive U.S. surplus commodities under the bill's Title IV.

The bill also bars any country whose ships trade with Cuba from making Title I agreements. Such countries, the bill's wording says, will no longer be considered as "friendly countries," but will, as in the case of Yugoslavia and Poland, be able to purchase foodstuffs under Title IV.

The bill, which was extended for a two-year period, rather than three as originally recommended, is seen as a gain for the maritime industry.

It had a stormy passage through the two houses of Congress, and was the subject of bitter floor fights. It was battled through committees and subjected to various crippling amendments, all of which were either beaten down or modified. Many of the amendments, it was felt, impinged on the President's foreign policy making powers. One, in particular, would have limited the President's discretion in making grants and loans on P.L. 480 sales. It too was beaten down.

MARAD Waivers Scored In Grievance Committee

WASHINGTON—The SIU has registered a protest against the Maritime Administration's policy of continuing to grant general waivers of the Public Resolution 17 requirement that 100 percent of cargoes financed by the Export-Import Bank be shipped in American

vessels. The protest was made at the September 28 meeting here of the Grievance Committee on Cargo Preference Administration which was established by President Johnson last May to consider complaints over the administration of cargo preference laws.

SIUNA President Paul Hall is one of the labor advisors to the Grievance Committee. Attending the meeting with him were representatives of the seafaring sections of the SIUNA—Morris Weisberger, Secretary-Treasurer of the Sailors Union of the Pacific; William Jordan, President of the Marine Firemen Union, and Ed Turner, Secretary-Treasurer of the Marine Cooks and Stewards Union.

Specifically, the SIU maintained that the language of Public Resolution 17 is clear and that MARAD has no legal right to grant the waivers. The SIU pointed out that since the establishment of the Grievance Committee, MARAD had granted seven such waivers, making a total of 13 since January 1 of this year.

The Union protested the fact that with regard to waivers granted to Japan to carry Export-Import Bank financed-cargoes, the Maritime Administration order provided that third-flag ships could be used if no U.S. or Japanese vessels are available. Although the Maritime Administration has been following this policy for some time, the SIU pointed out that previously no forum existed in which to present its objections.

At the meeting the SIU representatives requested Maritime Administrator Nicholas Johnson to continue the discussion on waivers and the use of third flag ships at the next meeting. The SIU said

that it would submit a detailed statement with respect to these matters prior to the meeting.

Emphasizing its long-standing position, the SIU supported a proposal by the American Maritime Association for the adoption of a sealed bid procedure to be used in awarding cargo preference shipments, the use of a uniform charter part of contract, and the payment of at least 90% of the freight charges to American shipowners as soon as their vessels have completed loading. Charter parties and foreign supply missions have been among the principal areas

in which American shipping seeking cargo preference shipments have been harrassed.

An Agriculture Department representative at the meeting said that the department had been working for some time on a uniform charter party of contract and that a draft had been completed. If okayed the uniform contract would have to be used by all foreign supply missions. However, no one has yet seen the draft and if it is not satisfactory from the standpoint of U.S. shipping, considerable protest can be expected to arise.



Officials of the SIUNA's seafaring sections discussed the SIUNA's position prior to Grievance Committee meeting in Washington. Left to right, are SIUNA President Paul Hall, Ed Turner, Secretary-Treasurer of the MC&S; Ed Jordan, President of the MFOW and Morris Weisberger (back to camera), Secretary-Treasurer of the SUP.

SEAFARERS LOG

Oct. 2, 1964 Vol. XXVI, No. 20



PAUL HALL, President

HERBERT BRAND, Editor; BERNARD SEAMAN, Art Editor; MIKE POLLACK, NATHAN SKYEM, Assistant Editors; ROBERT ARONSON, ALVIN SCOTT, PEE CARMEN, Staff Writers.

Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, NY, 11222. Tel. NYacinh 9-6400. Second class postage paid at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.



Sea-Land Protests Reduced Rail Rates

ELIZABETH—The SIU-contracted Sea-Land Service, Inc., has filed complaints with the Interstate Commerce Commission against discriminatory rail freight rates which are harming its cargo traffic.

The charges are aimed at two rail tariffs on activated carbon, moving from Marshall, Tex. to New York City, and canned goods moving between Tampa, Fla. and New York.

The ICC permitted the two challenged rail rates to go into effect after the U.S. Supreme Court handed down a decision in the "Pan-Atlantic Case," which set an anti-shipping industry precedent. In that decision the high court ruled that the ICC should give greater weight to economic arguments in rail-water disputes. The opinion held that less attention was to be paid to the protection of water carriers when higher rail rate differentials were under consideration.

Favor Rails

The nation's railroads have long counted on getting a sympathetic hearing from the ICC when they have resorted to the practice of discriminatory rate cutting. Railroads following this practice, which is usually done at the expense of coastal and inland water operators, make selective rate cuts which force the competing water carriers out of business. When successful, the railroads can then raise their rates to any level they please at a later date without fear of competition.

In its complaints on rates for activated carbon, Sea-Land said it had been forced to publish an unprofitable rate to counter the reduction permitted by the decision of the regulatory agency. The decision, which went into effect on

Calmar Sails 'Trucks,' Says ICC Examiner

WASHINGTON—The Interstate Commerce Commission, whose favorable decisions to railroads in discriminatory rate cases are often made at the expense of the shipping industry, recently had trouble in telling the difference between ships and trucks.

In approving an application by the SIU-contracted Calmar Steamship Corporation to carry lumber between Pacific coast ports and Cape Canaveral, Florida, the ICC referred to the shipping company as a "motor vehicle" operation.

After someone presumably pointed out to the ICC that motor vehicles are operated by motor carriers and steamships are run by steamship companies, the agency took pains to confess its error, saying that it wanted its order to "conform to the evidence."

The commission's decision was all the more out of the ordinary since Calmar's application to carry the lumber was opposed by four railroads: the Northern Pacific, Great Northern, Union Pacific and the Chicago, Milwaukee, St. Paul and Pacific.

June 16, permitted activated carbon to move by "piggyback" from Texas to New York at the reduced rate of \$1.63 per 100 pounds.

Sealand, in its second complaint, charged that the ICC permitted the reduction of rates on this traffic from \$96 per hundred pounds to a tariff of \$.81. The \$.96 per hundred-pound rate had existed until 1959.

The SIU-contracted Seatrain Lines recently lost a railroad rate fight when a federal judge withdrew a restraining order he had previously imposed which would have prevented rail rate cuts on polyethylene plastics moving between Texas and New York. The Justice Department had interceded in the case in support of Seatrain's contention that the rate reduction violated U.S. antitrust laws and were otherwise discriminatory.

Congressmen Warn Of Pollution Perils

WASHINGTON—The American people "should realize and be aroused about" the threat of water pollution to the future life of the nation. Representative Alvin E. O'Konski (R-Wis.) declared in an interview on Washington Reports to the People, AFL-CIO public service program heard on 700 radio stations.

Representative John D. Dingell (D-Mich.), interviewed on the same program, said that water pollution today is due to "a series of complex industrial wastes which are going into our streams in thousands of tons," including radioactive wastes, run-off of agricultural pesticides and municipal sewage.

"Last of all," Dingell continued, "it is detergents and some other substances that get in through municipal and industrial sewage disposal systems."

He noted that detergent manufacturers have evolved a new product which breaks down in streams and in sewage disposal plants and have agreed to substitute it for existing hard detergents. If they do not, he said, "we will pass legislation to force them to do so."

O'Konski termed the condition of the Potomac River in the national capital is a "disgrace and a tragedy, because the federal government ought to set an example for the rest of the nation. This most historic river is probably the most polluted stream in the United States."

Dingell called the water pollution problem a health, as well as economic problem.

"You read of fish kills, both in fresh and salt water, and intestinal disorders, hepatitis outbreaks and so on that result from water pollution," he said. "Detroit water recently saw two major duck kills of about 20,000 each within less than 6 months. These were scarce species like canvasbacks and red heads."

Referring to recent reports that Lake Erie is becoming an American Dead Sea, O'Konski said that unless pollution is checked, other great lakes, like Michigan and Superior, will become useless and dangerous water wastes.

Dingell is sponsor of legislation that would set up a separate fed-

Receives Check



Veteran Chicago dredge-man Martin Dahl (r), is all smiles as he accepts his first pension check from Frank (Scottie) Aubusson, SIU-IBU rep in Chicago. Dahl is a member of the Great Lakes Tug and Dredge Region of the SIU Inland Boatmen's Union.



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

N.Y. Hosts Apprenticeship Conference

The first annual National Transportation Apprenticeship Conference was held here this week at the Hotel New Yorker. Attended by representatives of both labor and management, the conference drew greetings from President Johnson and Labor Secretary Wirtz. The SIU was represented in the maritime section of the conference, and the union threw its full support behind the program.

Boston

Shipping has picked up here during the last period and is expected to remain good for the immediate future. There were 2 payoffs, 1 sign-on and four ships in transit.

Robert Frazer, who was last on the Ocean Anna as bosun, paid off her to spend some time with his family. Now he is looking for a ship running offshore. Frederick "Whitey" Melnerth, an AB, ran coastwise for six months on the Cantigny. Now he is looking for a ship on the Far East run, having spent sometime with his family first.

John Kulas, a 23-year union man, was last on a Summer Boat called the Yankee Oiler. He was happy to see the "lover's run" end, and now he is looking for a trip to Europe or the Far East. Maurice McCarty, who just piled off the Mount Washington, says he was sorry to see that "floating hotel" go offshore. On the beach, he will take his family on a vacation through Canada and visit the World's Fair before shipping out again. A 3rd cook, he hopes to get another ship as good as his last one.

New York

Shipping in this port has slowed somewhat in the last period, though the outlook remains good with the busier fall season coming on. There were 24 payoffs, 6 sign-ons and 19 ships in transit.

W. Kong, on the beach two months after coming off the Robin Locksley, is ready to ship again and looking for a good slot in the steward's department. J. Duffany, just off the Steel Artisan where he served in the black gang, is also ready to ship again.

Ernest Scardino, who sails as an electrician, was last on the Azalea City. He's watching the board for a round the world trip. H. Rolan, after spending four months on the beach and enjoying, among other things, the World's Fair, just shipped as an electrician on the Steel Vendor. Fleming Jensen, after spending two months vacation in Virginia, is now ready to ship on any coastwise tanker.

Philadelphia

Shipping has been slow during that last period, with improvement expected in the very near future. There were 3 payoffs, 3 sign-ons and 8 in transits.

Buck Pleszczuk, an SIU member since 1947 who is now retired and collecting a union pension, says "I am grateful to the union; I can now sit back and take it easy without any worries and enjoy pensioner's benefits."

Alexander Tuum, who sails as a carpenter, says he is looking for another wood butchering job on a ship now that he is through vacationing. Albert Yumal, a fireman-water tender, is watching the board for a job below. He says he will go just about anywhere. Frank Mason, an oiler who says the party time is over for him on the beach, is waiting to ship as soon as possible.

Baltimore

Shipping here slowed down during the last two weeks but the picture looks good for the next period. There were 3 payoffs, 2 sign-ons and 11 in transit.

Rocky Morris just shipped out as an AB on the Alamar, bound for the West Coast. He says he wants to visit some friends out there and that he may as well earn some money while he is doing so.

Rocco Caruso, sailing on deck for the last 20 years, just piled off the Transeastern because he injured his arm and shoulder. But he is FFD again and registered. He is looking for another ship that he

eral agency to administer the water pollution laws of the United States and fix standards for control of pollutants and contaminants.

Previous legislation, on a matching basis of \$4.40 of local money to each \$1 of federal funds, has stimulated action on the project, but some industries, Dingell declared, prefer to pay the nominal state fine rather than make needed corrections in their operations.

Who's In Charge Here?

When the lights go out in a modern, automated city it clearly demonstrates the superiority of man over machine, as the following incident indicates.

On a recent weekend there was a power failure in a German city. The automated machine which operated the generator was prepared for the emergency however, and in a taped voice immediately called the chief engineer on the telephone to inform him of the difficulty.

As it happened the chief engineer's telephone number had changed and the generator operating machine had never been informed of the fact. The precaution had been taken however to set up a second machine to inform callers of the number change, so the second machine told the first machine to call "Information" to get the new number.

But, alas, this was beyond the capabilities of the first machine. Endlessly and brainlessly it kept calling the chief engineer's old number and just as endlessly and just as brainlessly the second machine kept advising it to call "Information."

The lights remained off until a human being somewhere noticed that it was getting dark.

hopes will be as good as the Trans-eastern.

Robert Harwell, who sails on deck, was taken off the Flomar in Costa Rica with a ruptured appendix. Harwell credits the fast work and good judgment of the Flomar's master, Captain Doane, with saving his life. He says he's fit-for-duty again and ready to ship.

Norfolk

Shipping has been fair in this port. There were 4 payoffs, 2 sign-ons and 7 in transits for the last two-week period.

Earl Mansfield, George Owens, Will Beasley and Joseph Stevens were all on the ill-fated Globe Explorer, which caught fire and had to be abandoned one day out of this port. Recovered from the excitement, the four were all down at the hall waiting to ship out as soon as the jobs come up on the board.

Puerto Rico

Shipping on the island has been generally good in the last period. On the labor front, 12 international AFL-CIO unions have unanimously approved the formation of a Central Labor Council of Puerto Rico. The president of the body will be Keith Terpe, SIU headquarters representative in San Juan. The Council claims a membership of 235,000 workers. One of the first actions of the new Council was to lend a hand in the picketing at the San Juan Star, now undergoing a strike by Newspaper Guildsmen. All unions in the Council showed up during the course of the strike to help man the picket lines and show the solidarity of Puerto Rican labor.

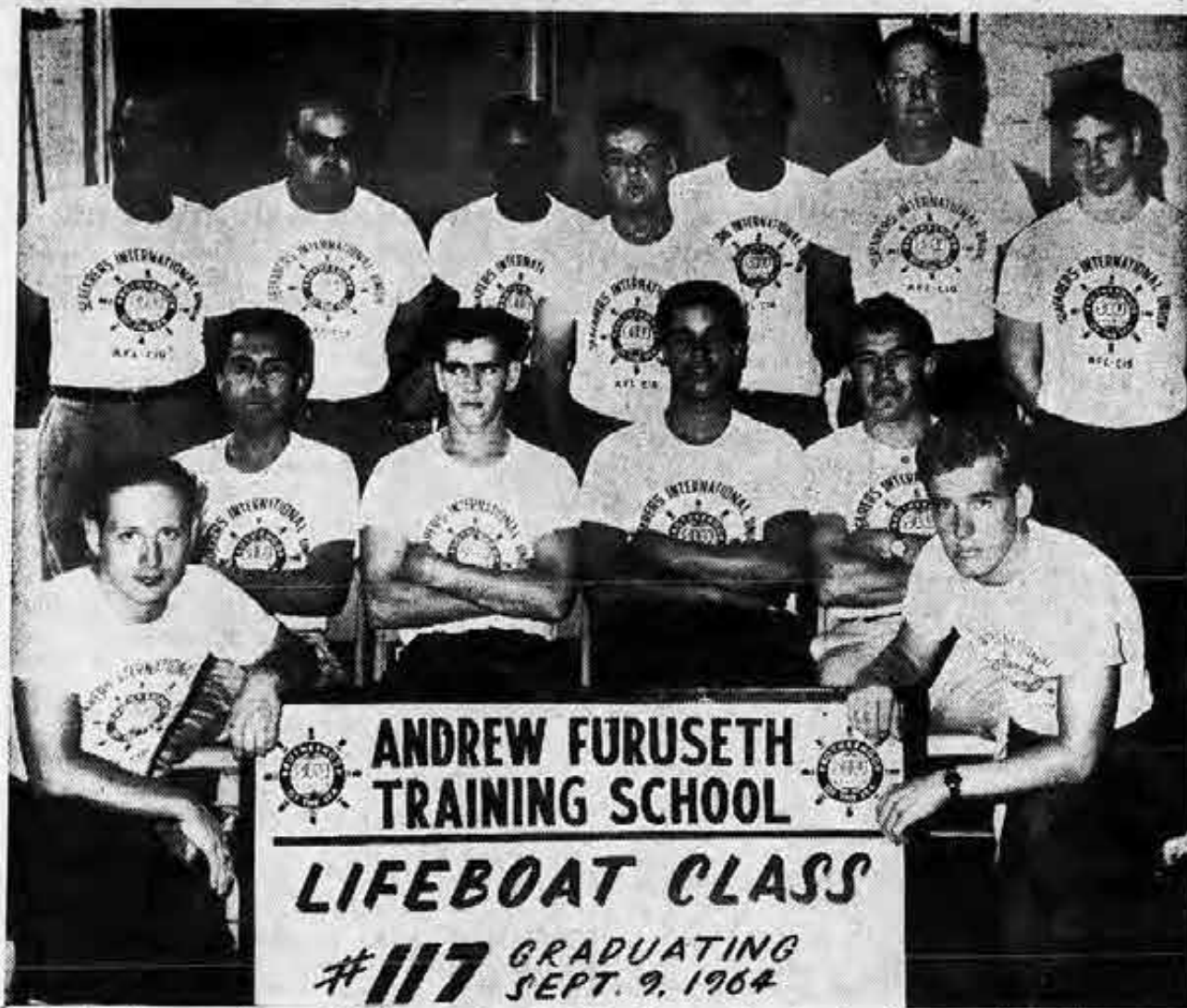
Canadian SIU Wins Election

TORONTO—The SIU of Canada won unanimous approval as bargaining representative in an election conducted on the steamer Alexander Leslie, owned by Nor-Lake Steamships, Ltd. of Toronto, Ontario.

The members of the crew on the Alexander Leslie voted one hundred percent in favor of the SIU to represent them in collective bargaining negotiations.

The election was held by the Canada Labour Relations Board and was conducted by the Department of Labour. The results were checked by John Royce an observer for the SIU of Canada and M. Horenblas of the Department of Labour.

Class 117 Wins Lifeboat Tickets



Graduating members of Lifeboat Class 117 flash big smiles for the photographer after successfully completing Coast Guard requirements for their lifeboat tickets at the SIU school at New York headquarters. Members of the class are (first row, l-r) John B. Funk, William J. Winfordner; (middle row) M. S. Loppies, Larry Sullivan, Alberto Aguiar, Ramon Ayala; (third row) instructor Dan Butts, Gon Divialo, Harry Harrison, Lester Stelly, George A. Jackson, Charley Williams and Richard Lyons.

Lifetime Pensions Awarded To Six More SIU Veterans

Six more Seafarers have joined the growing ranks of SIU pensioners who can relax in the sun and receive a monthly pension check from the Seafarers Welfare Plan.

The men who have been approved by the SIU Welfare Plan's trustees to receive a monthly stipend of \$150 for

the rest of their lives are Emil Herek, 58; Edward J. Singletary, 50; Gregorio Mirabueno, 71; Henry P. Myers, 66; Constantine Dobrovolsky, 70; and Emile Houde, 65.

Emil Herek first joined the Union in the port of New Orleans, spending his years at sea sailing in the steward department as cook and steward. While he spent much of his time aboard the *Del Sud*, his last ship was the *Delaware*.

Edward J. Singletary is a native of Louisiana who first signed up with the SIU in New Orleans. Until his retirement, he sailed in the engine department, finishing his career at sea as an oiler. He now makes his home in Slidell, La., after last sailing aboard the *Penn Vanguard*.

Gregorio Mirabueno is an old-

timer who joined the union in New York in Nov. 1938, sailing in the steward department. A native of

he now makes his home in Cold Springs, Texas, where he will retire with his well earned SIU pen-



Herek



Singletary



Mirabueno



Myers

the Philippine Islands, he now makes his home in the city of San Francisco. He last sailed as third cook aboard the *Steel Advocate*.

Henry P. Myers began his career with the SIU in New York and has sailed since that time in the deck department. Born in India,



Dobrovolsky



Houde

sion. His last ship was the *Ocean Anna*, on which he sailed as bosun.

Constantine Dobrovolsky is a native of Russia who came to this country when the war first broke out in Europe. Before joining the SIU in 1941 in Mobile, Ala., he sailed with both the Polish merchant marine and the English fleet as a deck hand. He plans to settle on his monthly check to his home in the Bronx, N.Y. He last sailed in the *Steel Recorder* as carpenter.

Emile Houde is an SIU oldtimer who began sailing as a Seafarer from New York in 1941. A native of Canada, he now makes his home in Baltimore, Md., where he plans to live a comfortable life on his pension. He last sailed in the engine department on the *Seafair*.

Your Union Benefits



By Al Kerr, Secretary-Treasurer

Check Welfare Eligibility

During the past nine months we have gone into almost every aspect of the SIU welfare and pension plans to give the membership a clear picture of the benefits they have. The reason we have gone into such painstaking detail is that it is our desire to let every SIU man know about the benefits that the Union has won for them. Equally important is the need for every brother to become acquainted with the requirements which are necessary to be eligible for these various welfare, vacation and pension plan programs.

The thing for every Seafarer and his family to remember is that these benefits have been won as the result of many a hard-fought battle. It behooves every man in our Union to become fully acquainted with them, and to take the fullest possible advantage of every last one.

These last words are hardly necessary, since a quick look at the 1964 welfare and pension statistics shows that our brothers have been keeping the Union welfare representatives on their toes with the claims they have been filing.

Since we started writing this column at the beginning of the year, more than 149,056 claims for welfare and vacations have been acted upon by our welfare office. These benefits had a cash value worth over \$7,238,277.21.

This means that from January 1st to August 31st, 1964, a figure equalling one-seventh of the \$51,730,449 total that has been paid out to SIU members since the welfare plan's inception several years ago.

Claims for vacation benefits alone hit the whopping total of 11,938 since the first of the year. These vacation benefits have a total cash value of \$3,962,420.49 which, is again, almost a seventh of the total of \$30,995,294.19 which has been paid since the vacation benefit was made a part of our contract agreements.

Taking a further look at the 1964 totals of the various benefits that make up the SIU welfare plan, one can quickly get a picture of the magnitude of its operations. There were 66,521 claims for hospital benefits worth a total of \$603,905.24; disability benefits—4,589 claims totaling \$688,250; maternity benefits—519 claims totaling \$99,775.28; dependent benefits—7,178 claims totaling \$878,-

618.12; optical benefits — 4,441 claims totaling \$60,225.61, and out-patient benefits — 53,641 claims, totaling \$351,696.80.

The benefit we all want to see remain at the lowest figure possible, claims for cash benefits arising from the loss of our departed brothers, stood at a total of 229. These claims had a cash value of \$593,385.62.

The statistics we have mentioned above tell an obvious story. After reading them, Seafarers have the plain evidence that thousands upon thousands of their brothers are living easier with the help of the SIU welfare and vacation plans. The figures showing the cash payments the Union plans have made to the membership illustrate that they are organized to take care of every SIU man who is eligible to make a claim.

What these facts mean, in so many words, is that the Welfare plan exists to serve you. It's up to you to take full advantage of your benefits.

Increase In Employment Fails To Put Dent In Joblessness

WASHINGTON—The economy showed continued strength in August, the Labor Department has reported, even though the increase in non-farm jobs fell short and failed to dent the unemployment problem.

The paradox persisted of the factory workweek running at very high levels and overtime setting a record high even as 3.7 million unemployed sought work and could not find it.

This picture is causing the Labor Department to undertake a trial survey "to see if shortages exist in certain occupations," according to Harold Goldstein, the department's manpower expert.

In a separate report, the Labor Department said three major areas—Pittsburgh, Pa., San Juan, P.R. and Chattanooga, Tenn.—were removed from the list of major job centers with 6 percent or more jobless in August. This drops the total areas with "substantial unemployment" to 32 out of 150 areas surveyed monthly, the lowest total since early 1960. It was the first time Pittsburgh has fallen below 6 percent jobless in nearly 7 years.

The detailed job report for August showed a rise of 240,000 non-farm jobs to a record high of 59.2 million. This total is 1.6 million higher than August 1963, with two-thirds of the job expansion occurring in trade, services and state and local government.

The Labor Department described the July-to-August job increase as "close to seasonal expectation."

The biggest job increase over

the month took place in manufacturing. This sector showed a rise of 174,000 to a total of 17.5 million. The increase in manufacturing was held down by auto model changeover layoffs totaling 110,000. The auto changeover layoffs have grown in recent years along with total auto industry employment, explained the Labor Department spokesman.

"Continued strength in the economy," said the report, "was evident in the factory workweek, which rose 0.3 hour to 40.9 hours." "Overtime hours also rose 18 minutes over the month," the report added. "At an August average of 3.3 hours, factory overtime was at the highest level recorded since the overtime series began in 1956."

The average hourly earnings of factory production workers fell by a penny to \$2.52 in August. The longer workweek, however, pushed average weekly earnings back up to \$103, the report noted.

Earlier, the Labor Department's summary report had reported that the seasonally-adjusted jobless rate moved up to 5.1 percent in August from the four and one-half year low of 4.9 percent in July.

The overall unemployment rate rose as teenagers failed to find work, with the teenage jobless rate rising to 15 percent from July's 13 percent.

SIU Welfare, Vacation Plans

Cash Benefits Paid — August, 1964

	CLAIMS	AMOUNT PAID
Hospital Benefits	8,129	72,959.44
Death Benefits	38	77,094.96
Pension-Disability Benefits	612	91,800.00
Maternity Benefits	64	12,885.10
Dependent Benefits	989	107,528.23
Optical Benefits	547	6,610.01
Out-Patient Benefits	5,956	47,648.00
SUMMARY	16,335	416,525.74
Vacation Benefits	1,381	453,756.13

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... 17,716 870,281.87

SEAFARERS ROTARY SHIPPING BOARD



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

September 12 - September 25, 1964

The job situation remains at the same brisk pace as it was during the last shipping period, showing only a narrow margin between this period and the last.

East Coast shipping boomed, with the number of jobs rising in all ports except New York and Philadelphia, which fell off only slightly.

West Coast shipping was down from the previous period, with San Francisco recording a sizeable drop in the number of jobs, which Wilmington and Seattle only slightly offset.

Registration kept pace with the brisk shipping situation, with

a total of 1,220 registered during the last two weeks, as compared with 1,142 the previous period. This period's total, however, was exactly the same as the number of jobs shipped during this period.

With more men registering, the seniority picture changed somewhat for the first time in several weeks. The percentage of Class A men shipped jumped to 58 percent of the total, as compared to 53 percent in the previous period.

Ship activity increased during this period, with the total of 220 ship movements contrasting to 193 the previous period. Payoffs were up to 60 from 52, sign-ons dropped to 37 from 43 the week before, and in transit movements jumped to 123 from 108 the period before.

Ship Activity

Table showing Ship Activity by port, including columns for Pay Offs, Sign On, In Trans, and Total.

DECK DEPARTMENT

Table for Deck Department showing Registered, Shipped, and Registered On The Beach statistics for Class A, B, and C across various ports.

ENGINE DEPARTMENT

Table for Engine Department showing Registered, Shipped, and Registered On The Beach statistics for Class A, B, and C across various ports.

STEWARD DEPARTMENT

Table for Steward Department showing Registered, Shipped, and Registered On The Beach statistics for Class A and B across various ports.

SUMMARY

Summary table showing totals for Deck, Engine, and Steward departments across the categories of Registered, Shipped, and Registered On The Beach.



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

Lakes Shipping Looks Bright

Shipping from the port of Alpena has been very good. The SS John W. Boardman, Huron Portland Cement Co., has fit-out and laid up once again. On the beach waiting for that certain ship are John Stevens and Ken Nollis. We hope the wait won't be too long, fellows.

Shipping has been very good in Buffalo for all ratings. It is hoped that it will continue this way for the duration of the season. The SIU in this port has joined organized labor in the fight to get citizens of Buffalo out to register for the coming elections. You must be registered in order to vote. SIU members have been using handbills and sound trucks in this effort.

Al Richie quit the Phillip Minch recently and announced plans to retire. Jim Connors came by to see us while he was on vacation from the Mc Kee Sons. Other men waiting to ship out are Art Perry, Donald Goff, John Burns, Leo Trocki and Ed Cook.

Shipping in the past two-week period in Chicago has been extremely good. The Milwaukee Clipper laid up last week and five of that crew registered in this port. We have already shipped two of these men on other jobs.

Arthur Wentworth, also an OS deck delegate, took a relief job on the U. S. Gypsum this week. This is also his second whack at a self-unloader. The other men from the Clipper include a couple of the wheelmen. I doubt whether they will take any other job but a wheelman's; but with the fall setting in, the belt may tighten to where they will consent to grab a plain old AB job.

Top news from the Chicago hall is that our SIU cat had kittens. It is unfortunate that she is not covered under the SIU Welfare Plan, but in any event she is well cared for by the boys on the beach and particularly our branch secretary, who brought the thing out of the cold this winter to keep the mice in check.

On Friday, September-18, a contract was signed between the Cinch Manufacturing Company and UIW Local 300 of the SIU at the offices of the Company's lawyers. The contract will run for three years. An election is being conducted for Chief Shop Steward and 18 Department Shop Stewards for the Cinch plant. The results will not be known until this coming Friday, September 25. Your Chicago agent has attended several meetings with Cinch management and Local 300 officials. The meetings were successful, and the company has promised full cooperation with Local 300 of the UIW.

It is without question that all local and Illinois central bodies are endorsing Johnson for reelection. It is expected that the coming port council meeting of the MTD (which will be held this Friday) will also follow the trend and endorse President Johnson.

October 5th in Peoria, Illinois, the convention of the Illinois State Federation will begin. Your Chicago agent has been designated to attend this convention.

With the biggest part of the season over the hump and heading down the home stretch, shipping in Cleveland is still going at a terrific pace in this port. One day the registrations board has quite a few cards on it, and the next day it is clear; and there doesn't seem to be an end in sight. Haven't even got one of the regulars around, they are all out to get their stake before that snow starts to fly. One of the regulars, Red Boulzager, is off the Davidson on sick leave and is itching to go back as soon as he can get the OK from the doctor.

Quite a few of the ships that have been coming into this port regularly are now on the grain run to Buffalo, but the old reliable sandboats keep coming in and out.

Shipping has been very good in the port of Duluth. We have been

off the Clipper and the Clipper's dispatching men of all ratings in all departments with the exception of second cooks.

Louis Little, who is an oiler, has been taking all relief jobs in his rating. A couple of days ago, he took a permanent oiling job, so there goes our old faithful.

The Overseas Joyce, a salt-water vessel, paid off Monday, September 21, 1964, in the port of Duluth. The only beef aboard this ship was no cold water for 29 days which was submitted to New York for clarification. Most of the crew are heading back to New Orleans. The crew was exceptional on this ship. The trip was excellent; they were out about three months on the Persian Gulf run. The ship is loading general cargo in Duluth and Chicago for the Far East.

The City of Grand Rapids is being leased for use while the City of Green Bay is undergoing its annual U.S. Coast Guard inspection in the Manitowoc Shipyard. We will be putting the crew on the City of Grand Rapids beginning October 3 and 4. The City of Green Bay will go into the shipyard on October 5, and will keep the six senior men in the deck department as well as the other departments.

The disputed overtime for the Ann Arbor No. 7 regarding the excessive coal spillage when the coal dock was broken down will be paid. The men who were involved should have this on their pay period ending September 30, 1964.

Richard Oakley, while waiting for a ship, gave the floor of the hall a lot of attention—mopping, waxing and in some areas, resealing. The floor looks much nicer and we all thank Richard. Frank Brooks stops by nearly every morning to check on what is going on.

The Ann Arbor carferries are on a fall schedule now and this would be a good time, if you haven't had your vacation, to see the beautiful coloring Autumn has brought to Michigan.

Shipping in Detroit remains steady; however, the permanent jobs are few due to the lay-up season approaching. We did ship almost a full crew to the SIU-contracted Overseas Joyce which recently paid off in Duluth. Old-timers shipped aboard the Joyce were Leo Tierney, Bill Doyle, Scotty Borland and Bill and Erlin Olson—to name a few. The Overseas Joyce will make ports in Korea and Japan.

The Maiden Creek, Waterman Steamship Company, is expected to pay off here in Detroit, and we will probably clean out the hall on this one.

Senators Cite Necessity For Health Care Program

WASHINGTON—Hospital care for the aged under social security was approved by the Senate because it believed there is an absolute need for the program, Senator Albert Gore (D-Tenn.) and Senator Clifford P. Case (R-N.J.) declared in interviews on Washington Reports to the People, an AFL-CIO public service program heard on 700 radio stations.

"We kept presenting to the Senate the cold facts, the pressing need," said Gore, who introduced the hospital care amendment. "By 1975 we will have 25 million people over 65. An overwhelming percentage will have no significant income. We can't walk off and let these old people die."

"I think the social conscience of the nation has been stirred. We are the only highly developed nation on earth that doesn't have some progressive, enlightened system for health care for the elderly. We are the richest nation on earth; we can afford it. In fact, we cannot afford to be without it."

The Senate added the hospital care provision as an amendment to the social security benefit improvements bill passed by the House. The measure provides for a prepaid system of health insurance through a tax of four-tenths of 1 percent on payrolls, borne equally by employer and employee. Out of the trust fund thus set up, any person past 65 may get stipu-

lated hospital or nursing home care.

Both senators stressed that these benefits would come "as a matter of right, not as a charity or welfare proposition." Gore said that the wealthy senior citizens can pay for their own hospitalization and other such costs, and that the very poor can get such assistance under the Kerr-Mills Act, but that the majority need "this dignified, com-

prehensive, and less expensive" way of meeting their needs.

Case answered the argument that the wealthy should not be covered by saying that all insurance systems are based on broad coverage with everyone paying his share.

"We are not attempting to distinguish between those who have riches or are in poverty," he said. "I think this is a great social gain."

Expansion Slated For Welland Canal

BUFFALO—St. Lawrence Seaway officials plan to shut down the Welland Canal on December 15 this year to get an early start on work to expand the congested facilities of the waterway. Ship operators

have long regarded the canal as a major bottleneck, but this year traffic tie-ups worsened to the point where ships encountered 60 hour delays while they waited for clearance.

In making their decision to close the canal, Seaway Authority officials have no plans to extend the shipping season beyond Dec. 15, despite the fact that weather conditions might permit continued operation. The expansion work on the single lock canal, which links Lake Erie with Lake Ontario in the St. Lawrence system, will begin on Dec. 15 and continue until March 31 when the waterway reopens.

Tonnage Up

Announcement of the canal's closing came simultaneously with the latest traffic report of the Seaway. Seaway officials report that 29 percent more tonnage moved through the canal in the first five months of 1964, compared to the similar period last year.

Almost 24 million tons of cargo passed through the seaway in the period covered by the report. In the same five month period in 1963, also a record year, 18 million tons were carried through the five-month period. In other words,

this year's figure represented a gain of more than 36 percent.

Welland Canal cargo traffic jumped to 30 million tons as contrasted to 23.5 million tons at the end of August, 1963. Seaway records indicate that nearly 200 more ocean ships used the waterway during the first five months than in 1963. The number of ocean ships proceeding upbound was 158 more than a year ago.

Traffic through the Montreal-Lake Ontario section of the Seaway almost reached 3 million tons during August, an increase of 33 percent over the same month in 1963. The August traffic total for the Welland Canal stood at 6 million tons, which is a 20 percent rise over the figures for the month in 1963.

Seaway statistics also show that cargoes moving upbound through the Welland waterway rose by 33 percent, while downbound tonnage increased by 28 percent. Traffic totals for the Montreal-Lake Ontario section indicate that upbound cargoes were up by 28 percent, and downbound by 44 percent.

Iron ore cargoes rose to over 9 million tons in Montreal-Lake Ontario area, while wheat traffic hit a total of 7 million tons.

Mailmen To March For Mrs. F.D.R.

WASHINGTON—America's postmen will ring twice in a nationwide tribute to Eleanor Roosevelt's 80th birthday on Oct. 11 and in support of the causes to which she devoted her life.

A "mailmen's march" of 175,000 letter carriers on Oct. 9 and 10 will deliver to 25 million American homes an appeal in behalf of the foundation bearing her name. Participating will be the AFL-CIO Letter Carriers, who helped formulate the special project.

Announcement of the unique commemoration was made by Adlai Stevenson, U.S. Ambassador to the United Nations and chairman of the Eleanor Roosevelt Memorial Foundation.

Letter Carriers President Jerome Keating stated that the "march" was a voluntary tribute to Mrs. Roosevelt by the nation's postmen, made in a resolution passed unanimously in the union's convention in August.

Pledge Help

The resolution pledged "all possible support to this one-time campaign" and called upon union members to give their assistance to the objectives of Mrs. Roosevelt, "a great humanitarian and a gallant lady."

The postmen will deliver envelopes inscribed "Your mailman rings in memory of Eleanor Roosevelt," and containing an appeal for support to the foundation's program of cancer research, world peace, human rights and underprivileged children.

Further tribute will be paid to the former first lady in dinners to be held throughout the nation during the week of her birthday.

In Washington, D.C., the commemorative dinner will also serve to honor, among others, AFL-CIO President George Meany and Vice President Joseph D. Keenan, both resident trustees of the foundation.

Congratulations All Around



Congratulations were in order all around, when G. P. McGinty, director of the SIU Railway Marine Region, presented their first pension checks to rail tug veterans Fritz Samot (l) and Walter E. Norris (r). Samot sailed as a mate on New York Central tugs since 1926. Norris, who held every rating on a tug, began his career with the Pennsylvania back in 1918.

Senate Approves Survey Of U.S. Fishing Industry

WASHINGTON—The U.S. Senate has given unanimous approval to a resolution calling for a thorough survey of methods utilized by the American fishing industry, its markets, and its future prospects. The resolution, sponsored by Senator Warren Magnuson (D-Wash.) is currently awaiting action by the House.

Magnuson began pushing for legislative support for the investigation after studying the facts

picturing the declining U. S. fishing industry. The Washington Senator based his support on a report that every second fish ending up on American dinner tables is im-

ported from abroad. The fact that these fish have been caught in waters, which were under traditional control of American fishermen, was also seen as an ominous indication of the future.

The fish caught by the foreign trawler fleets are processed and packed by labor from their own countries, and then shipped to the United States where it is sold for American dollars. Thus, the invasion of the American fish market by foreign fleets is also proving harmful to the U. S. balance of payments position.

Senator Magnuson emphasized that a top-to-bottom survey of the American fishing industry was long overdue. He claimed that such an investigation in addition to an international conference on fisheries would go a long way toward showing how to improve our own industry's position. He said the answers his proposed survey was hunting are important "whether we view this problem from a standpoint of our national propriety, pocketbook, or only pride."

The knowledge that the Soviet Union's commercial fishing fleet is about the same size as that of the U. S., but that its total catch is higher, is also another cause for alarm, according to Magnuson.

Along with a high rate of decline in the number of Americans employed as fishermen and an accompanying drop in the number of U. S. fishing vessels, observers have found that there has been no change in gear and fishing methods. The only exception to this trend is the tuna industry where employment has remained steady since 1950.

Another danger sign in the fishing industry's future is that U. S. vessels are being withdrawn because of age or obsolescence at a faster rate than they are being replaced.

Wisconsin Honors Plumbers President

MILWAUKEE—"Peter T. Schoemann Day in Wisconsin" was officially proclaimed by Governor John W. Reynolds in a resolution praising the Milwaukee-born president of the Plumbers & Pipe Fitters.

The recognition by the governor was but one of a long series of honors and tributes paid Schoemann at a testimonial dinner here marking his 50th year as a member of the union.

Heading the list of speakers was AFL-CIO Pres. George Meany, himself a member of the Plumbers and longtime friend and associate of Schoemann.

Other speakers were Gov. Reynolds, U.S. Senators William Proxmire and Gaylord Nelson, Rep. Clement Zablocki (D-Wis.), Milwaukee County Executive John Doyno, and Milwaukee Mayor Henry W. Maier.

More than 1,000 of Schoemann's friends jammed all available halls of the Schroeder Hotel to participate. Those who could not get into the main ballroom saw the program via huge closed-circuit television screens.

Toastmaster George Haberman, president of the Wisconsin State AFL-CIO, read congratulatory telegrams from President Johnson and Vice Presidential Candidate Sen. Hubert Humphrey.

Lauded by Meany
Meany praised Schoemann for his "countless services to his fellow man" and hailed his stewardship of the plumbers' union, declaring that no other labor organization approaches it in its apprenticeship

training. Its success in this area is due, the AFL-CIO president said, to the dedication of Schoemann in constantly seeking to upgrade and improve all aspects of the craft. Meany referred to the annual plumbers' apprenticeship programs at Purdue University and pointed out that the union "spends more on its apprenticeship training programs than the U.S. government does in the field."

Meany drew a standing ovation when he concluded by describing Schoemann as "a fine individual, a fine trade unionist and primarily a fine American."

MA Considers Subsidies For Bulk Carriers

WASHINGTON—The Maritime Administration has begun thinking about a "sound economic program" that would help the dry bulk carriers of the nation's merchant fleet through construction subsidies.

The news was brought out in the contents of letters sent by the MA to four dry bulk carriers who had applied for such subsidies for the construction of nine new vessels.

Three of the four companies—Overseas Transportation, Hudson Waterways and Penn Steamship—are manned by SIU members. Overseas wants to build two 30-40,000 ton ships, Penn Steamship three 24,640 dwt ships and Hudson Waterways two 80,800 dwt dry bulk carriers. The fourth company, Jackson Agents, Inc., wants to order two 33,000 ton combination bulk-oil carriers. All the new bulk carriers would be used in the overseas tramp trade.

The letters to the companies from the MA said the agency's staff has been "engaged for some time in developing for the Maritime Subsidy Board's consideration and review an overall policy recommendation in regard to subsidy for dry bulk carriers."

"The Maritime Administration," the companies were told, "is endeavoring to find ways and means of establishing a sound economic program which, with the combined efforts of government, labor and industry, will result in a larger, more productive and competitive bulk carrier fleet."

The letters warned, however, that even if a dry bulk construction subsidy could be fashioned, it would "be dependent on the authorization of an adequate budget."

Sea-Land Cited For Sanitation

NEW YORK—For the third year in a row, SIU-contracted Sea-Land Service has been awarded the Public Health Service Citation for Fleet Sanitation.

The award is given in recognition of efforts by water carriers and crewmen to bring their ships to a score of "excellent" when it comes to shipboard housekeeping. The PHS sanitation surveys cover 160 separate items, water systems, food service, waste disposal and rat proofing being among the most important.

The honor was presented by officials of the PHS to Captain Roy F. Whitmire, Sea-Land general manager of marine operations, and Kenneth G. Younger, vice-president of the company.

The awards program was first established in 1962 to promote good sanitation on vessels. The World Health Organization of the UN, following the PHS lead, is planning to begin presenting a similar honor to world shipping organizations.

First Visit



Taking in the sights on her first visit to New York headquarters, Ileen Moreira, four-year-old daughter of Seafarer Juan Moreira, poses with her father for the LOG photographer. Moreira, who lives in Manhattan, sails in the engine department and has been an SIU member since 1961.



By E. B. McAuley, West Coast Representative

Bay Area Labor Backs Johnson

On the Bay area political front, the San Francisco Labor Council is going all out for the Johnson-Humphrey ticket. The feeling here is that all of labor must get out in opposition to Goldwater, who is classed as the number one anti-labor man of the country. He is not only anti-labor, but anti-medical care for the aged, anti-civil rights and, in fact, anti all the progressive and helpful laws ever submitted in Congress. The only thing he is not anti is anti-Goldwater, and folks here are wondering after some of his 'I am the savior' type speeches how the country ever managed to survive without him. But we have, and we'll manage to do so in the future without his help.

Meanwhile, Senate candidate Pierre Salinger has been hitting the Republicans with both barrels. Salinger has been endorsed by the S.F. Labor Council, as has Philip Burton (5th district) and Thomas P. O'Toole (6th district), who are running for Congress. Burton, who won a special election last February to fill out the unexpired terms of a friend of labor, John F. Shelley, who became San Francisco's mayor, is now seeking his first full term in the House.

Of special interest to California voters are the 17 propositions which will appear on the ballot. The Labor Council urges a yes vote on all except 14, 16 and 17. Proposition 14, probably the most bitterly fought

over, would kill California's fair housing law and bring back the spectre of racial discrimination in that field. Labor groups, as well as church, civil rights and civic groups are united in their opposition to the proposition, which is being pushed for by real estate interests.

The shipping picture in San Francisco has been fair for the past several weeks. The Cathy paid off and is also included in the sign-on list with the Antinous and the Morning Light. In transit ships were the Elizabethport, Marymar and Sea Pioneer. Due to pay off are the Choctaw and the Northwestern Victory. In transits due are the Steel Traveler, Los Angeles, Young America, Fairport and the Ocean Dinny. The outlook is expected to remain fair in the coming weeks.

D. S. Coggins, who sails as a fireman-water tender, just piled off the Longview Victory. He'll ship again as soon as he gets out of drydock.

D. N. Boutell, pumpman, just got off the Sea Pioneer in Stockton. Calvin Wilson, former bosun on the Wild Ranger, is back in the hospital for some more skin grafts. He says hello to all his mates.

Richard Welsch, who sails in the engine department, is report-

ed to be coming along nicely at the USPHS hospital.

Seattle has had just two payoffs in the last period, the Anchorage and the Morning Light. There are no more payoffs scheduled in the near future, and the shipping outlook is slow.

Oldtimer Wallace "Mad Bear" Anderson is on the beach, and doing a bang up job in trying to secure fishing rights for the Indians.

Fred Sullins is also on the beach presently. He's looking for the first steward's job on the board.

Wilmington has been slow over the last period. The Elizabethport, St. Lawrence, Penmar and Choctaw passed in transit. The outlook for the coming period is good with the Sea Pioneer expected to pay off and sign on. Another six ships are due to arrive in transit.

Malcolm Woods, a 20-year member of the union who ships in the deck department as an AB, has been on the beach for the last few months because of a leg injury. He hopes the doctor will give him an FFD slip within a month.

Bob Hunt, who was chief steward on the Orion Planet for more than a year, is spending some vacation time on the beach before shipping again.

Gulf Operators Charge Channel Still Hazardous

NEW ORLEANS—The still uncompleted but passable Mississippi-Gulf channel, which now provides a long awaited second sea approach to this port, has already come under fire from some shippers.

The charge is that the channel is hazardous because it has not been dredged deeply enough in spots. It was leveled by the Hellenic Lines, which claimed that one of its ships, loaded to 25 feet, had bumped the bottom. The company said it would no longer use the waterway because of the incident.

The charge prompted the New Orleans Dock Board to run a fathometer test of the new channel. The results of the test were announced by Colonel Thomas J. Bowen, District Engineer for the Army Engineers. Bowen said that 67.8 miles of the 75 mile channel have been completed to a depth of 31 feet, with the rest due for completion in 1965.

Since the link-which cuts almost 50 miles off the old all-Mississippi route—was opened in July, 1963, 260 ships have used it, including 60 to 70 that drew between 25 and

33 feet of water. Only four of the vessels reported any bottom touching or dragging.

The four incidents appear to be minor, Bowen reported, and from the depth shown by the recent survey, they apparently consisted of vessels running through the soft ooze that is found in recently dredged areas. But work goes on, officials claim, to make the channel as trouble-free as possible.

With the channel, New Orleans is making a major bid to pick up more commerce. The port already ranks second, just behind New York, in total cargo handled. The channel is expected to improve New Orleans' position greatly and close the tonnage gap with New York and other Mississippi River ports.

At the completion of the waterway and a new 10-berth pier for seagoing ships, there is expected to be a need for a third access route to the sea.

Annual Report for the Fiscal Year Ended March 31, 1964

Great Lakes Tug & Dredge Pension 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, 123 William Street, New York 38, New York.

(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, 123 William St., N.Y. 38, N.Y.

EXHIBIT B-1

SUMMARY STATEMENT OF ASSETS AND LIABILITIES

Assets

1. Cash		\$ 10,028.50
2. Bonds and debentures		
(a) Government obligations	\$ 19,956.28	
(b) Nongovernment bonds	218,562.60	
(c) Total bonds and debentures	236,518.88	
3. Stocks		
(a) Preferred	41,897.93	
(b) Common	206,972.03	
4. Common trusts	—0—	
5. Real estate loans and mortgages	—0—	
6. Operated real estate	—0—	
7. Other investment assets, U.S. Treas. bills	1,983.08	487,371.95
8. Accrued income receivable on investments	—0—	
9. Prepaid expenses	—0—	
10. Other assets		
(a) Accrued interest paid on bonds purchased	67.61	
(b)		67.61
11. Total assets		\$497,468.06

Liabilities and Funds

12. Insurance and annuity premiums payable	—0—
13. Reserve for unpaid claims (not covered by insurance)	—0—
14. Accounts payable	—0—
15. Payrolls, taxes withheld	155.79
16. Total liabilities	155.79
17. Funds and reserves	
(a) Reserve for future benefits and expenses	497,312.27
(b)	—0—
(c)	—0—
(d) Total funds and reserves	497,312.27
18. Total liabilities and funds	497,468.06

Indicate accounting basis by check: Cash Accrual . Plans on a cash basis should attach a statement of significant unrecorded assets and liabilities. SEE ATTACHMENT.

The assets listed in this statement must be valued in column (1) on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U.S. Treasury Department (Act, sec. 7 (e) and (f) (1) (B)). State basis of determining the amount at which securities are carried and shown in column (1): Bonds, stocks and U.S. Treas. Bills-at cost.

If A (a) in item 13, PART III is checked "Yes," show in this column the cost or present value, whichever is lower, of investments summarized in lines 2c, 3a, and 3b, if such value differs from that reported in column (1).

EXHIBIT B-2

SUMMARY STATEMENT OF RECEIPTS AND DISBURSEMENTS

Receipts

1. Contributions	
(a) Employer, See Attachment	\$127,663.04
(b) Employees	89,061.58
(c) Others (Specify)	—0—
2. Interest, dividends, and other investment	

net income	15,066.73
3. Gain (or loss) from disposal of assets, net	2,216.75
4. Dividends and experience rating refunds from insurance companies	—0—
5. Other receipts	
6. Total lines 1 to 5, inclusive	\$234,008.10

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	1,811.43
9. Administrative expenses	
(a) Salaries (Schedule 1)	6,769.72
(b) Fees and commissions	5,592.49
(c) Interest	—0—
(d) Taxes	377.31
(e) Rent	469.99
(f) Other administrative expenses	3,631.13
Total	16,840.64
10. Other disbursements	
(a) Trustees' Meetings Expense	1,158.00
(b)	1,158.00
11. Total lines 7 to 10, inclusive	19,810.10
12. Excess (deficiency) of receipts over disbursements (line 6, less line 11)	214,198.00

Reconciliation of Fund Balances

13. Fund balance at beginning of year	—0—
14. Excess (deficiency) of receipts over disbursements (line 12)	214,198.00
15. Other increases or decreases in funds	
(a) Reserve for future benefits and expenses	(214,180.91)
(b) Adjustment in Bond Carrying Value from amortized costs to cost	(17.09) (214,198.00)
16. Fund balance end of year	—0—

GREAT LAKES TUG & DREDGE PENSION PLAN ATTACHMENT TO THE ANNUAL REPORT FORM D-2 YEAR ENDED MARCH 31, 1964

Page 1 — Item 1

Great Lakes Tug & Dredge Pension Plan is identified with the Great Lakes Tug & Dredge Region Inland Boatmen's Union, Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO and various signatory employers operating the Great Lakes Area.

Part III — Item 12

Valuation Certificate Attached

Exhibit B-1

Statement of Unrecorded Assets and Liabilities

	Assets	Liabilities
Interest Receivable	\$ 4,165.07	
Contributions Receivable	13,734.54	
Accrued Expenses		\$733.23
	\$17,899.61	\$733.23

ANNUAL REPORT OF THE GREAT LAKES TUG & DREDGE PENSION 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/ Irving Saunders Subscribed and sworn to before me this 11th day of August, 1964.

s/ John J. Raguseo

Employee trustee: s/ Robert Affleck 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, 1968

Anti-Runaway Plan Proposed By SIU

(Continued from page 3)

ministration has refused to assist in the building of an American-flag bulk-carrying fleet, although construction subsidy aid for this vital segment of the American fleet is available under the law.

The SIU attacked two major contentions of the American runaway operators and said that examination of these contentions showed them to be myths manufactured by the operators in order to perpetrate a hoax upon the American press, the American Government and the American people, and justify their accumulation of astronomical profits.

The SIU said that the first myth was the myth of "effective control" which holds that these runaway vessels will be available to the United States in time of war or national emergency. The SIU pointed to the fact that runaways had been active in the carriage of Russian oil cargoes during the Cuban crisis of 1960, despite the displeasure of our Government. It further pointed out that the Honduran Government had been overthrown by its armed forces in October of 1963 and that the U.S. had suspended diplomatic

contacts and removed Government personnel from that country. In January of 1964, the SIU also noted, Panama had broken off diplomatic relations with the United States.

The SIU said the second myth that the runaways could not afford to operate under the American flag because of the "high" wages of American seamen. The SIU asserted that American seamen's wages were comparatively low by American shoreside standards and charged that the runaway operators were exploiting foreign seamen by paying them from one-third to one-fifth of American wages.

The SIU noted that the runaway operators do not pay taxes either to the United States or to the country of their registry and asserted that they contribute nothing to the economy of either nation.

"The runaway operator," the SIU asserted, "is a predatory parasite, roaming the seas in search of profitable profits, meanwhile preying upon the more poorly paid peoples of other lands in the worst traditions of old-fashioned dollar imperialism and economic colonialism."

The SIU noted that the American oil companies, which operate the largest fleets of runaway-flag ships, are amassing huge profits. It pointed out that Standard Oil of New Jersey and its foreign affiliates, which operate the largest fleet of tankers under runaway and other foreign flags, during the first six months of 1964 had record earnings of \$537 million.

The SIU further noted that another American runaway operator, Daniel K. Ludwig, who operates some 43 tankers and freighters under the Liberian flag, was reputed to be worth between a quarter and a half billion dollars, and that last year Ludwig had expended \$100 million, as a personal investment, for a 15 percent interest in the Union Oil Company of California, the second largest oil producer on the Pacific Coast.

"In view of figures like these, it is hard for us to accept with a straight face the operators' contention that they cannot compete in international trade because of 'high' American wages," the SIU said. "The runaway operators have written a script worthy of the best production efforts of Mack Sennett."



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

Repatriation Provision Discussed

Here is another selection of questions about beefs sent in from SIU members. The first concerns the question of replacements and repatriation.

Question: In cases where men are replaced after the original articles have been signed, must the decision and the amount of transportation paid depend upon circumstances under which the replaced seamen have been repatriated?

Although the Persian Gulf has not been mentioned as a possible port of payoff it must be given serious consideration. The previous articles expired, and the replacements were flown to join the ship there.

Answer: No. The time aboard the ship would not be a factor as to the amount or type of transportation he would receive, regardless of what port he was flown to in order to join the ship. His transportation would be governed as to his original port of engagement when he was flown from the U.S.

Reference: Standard Tanker Agreement, Article II, Section 14—Repatriation, Upkeep and Transportation, sub-section (a), second paragraph: "If repatriated on a vessel of the company, he shall be signed on as a non-working work-away. If repatriated on a vessel of another company, he shall be given not less than second class passage. In the event he is given less than second class passage on a vessel

of another company, he shall be given the cash difference between the passage afforded and second class passage. The seaman shall have the option of accepting repatriation by plane if such transportation is offered. Repatriation under this section shall be back to the Port of Engagement."

Watch breaking at anchor and before quarantine is brought up in the following query from a member.

Question: (Breaking Watches.) "We arrived here in Trinidad to load cargo around 10:30 PM, 5/15. We anchored to await the pilot. The ship shifted from the anchorage when the pilot came and upon anchoring at the inner anchorage the mate broke watch. The vessel did not pass quarantine until the morning of 5/16. This is also our loading berth."

Answer: Watches were properly broken. Since the place where you anchored is also your loading berth, watches should have been broken at the inner anchorage.

Reference: Article II, Section 34(a) and (b) "COMMENCEMENT OF PORT TIME. (a) From the time a vessel is properly secured to a dock, buoy or dolphins for the purpose of loading and/or discharging cargo, ballast or stores; fumigation, lay-up; awaiting orders or berth, except when a vessel is moored or anchored in or outside the Port of San Pedro for the purpose of taking on bunkers. (b) From the time the vessel is properly moored or anchored for the purpose of loading and/or discharging cargo, ballast, passengers, or mail; undergoing repairs; taking on fuel, water or stores; fumigation, lay-up; awaiting orders or berth.

Entering tanks for cleaning or maintenance is the subject of the last question.

Question: "Does entering tanks that have contained latex, for the purpose of removing plugs from the port and starboard tanks fall under Article III, Section 32(b)?"

Answer: Yes, since latex is a vegetable and when members of the crew are required to enter tanks that have contained, animal, vegetable, petroleum oil, or creosotes including bunkers or molasses, this section is applicable.

Reference: Standard Freightship Agreement, Article III, Section 32(b)—TANK CLEANING. "When members of the crew are required to enter tanks that have contained animal, vegetable, petroleum oil, or creosotes including bunkers or molasses, including use of Butterworth System for the purpose of

(Continued on page 17)

AFL-CIO Attacks Goldwater Policies

WASHINGTON—"The dangerous economics" of GOP Presidential candidate Barry Goldwater "could rip the fabric of the nation's economic strength, lead to mass unemployment and endanger America's leadership in the struggle for peace and freedom," the AFL-CIO declared last month in an article in the federation's monthly magazine, The American Federationist.

Titled "The Dangerous Economics of Barry Goldwater," the senator's economic philosophy was assailed as "an attempt to return to a mythical yesteryear that no longer exists."

The article, prepared by the AFL-CIO Department of Research, asserts that if the economic views of the GOP candidate were to prevail there would be fewer government programs when more are needed to meet the challenge of automation and the nation's public service needs. Unemployment compensation would be restricted, the social security system "undermined" and there would be no hospital care for the aged under social security.

Goldwater's economic philosophy, the article continues, would curtail the role of the trade unions and "America would be pushed back toward the days when employers fired whomever they wished and dictated wage increases or wage cuts without the check of strong trade unions or effective collective bargaining."

Gone Are The Days

"In its early days when America was essentially a nation of farmers and small local businesses, it could have tolerated the economic philosophy of Senator Goldwater," the article declares. "But as this country has become industrialized and powerful and nationwide corporations have emerged, the vast majority of the people are now living in urban areas and are dependent on paychecks. The responsibility of the national government to foster stable economic growth and protect the general welfare is now imperative."



By Lindsey Williams, Vice-President, Gulf Area

New Orleans MTD Supports ILA

Maritime labor in New Orleans is solidly united on two major current national issues: support of the International Longshoremen's Association in its negotiations with the New Orleans Steamship Association and endorsement of Lyndon B. Johnson for President and Hubert H. Humphrey for Vice President of the United States.

The Maritime Council of Greater New Orleans and Vicinity, MTD of the AFL-CIO, which represents more than 50,000 members of 35 affiliated unions voted all-out support for the ILA in a recent meeting here. The ILA is trying to get a decent agreement from the steamship association.

At the meeting, the SIU delegation introduced a strongly-worded motion which committed the affiliated unions to "all-out financial and moral support of local unions of the ILA in their efforts to win a decent and honorable collective bargaining agreement with the New Orleans Steamship Association and to assure the officers and members of the ILA of our continued all-out support regardless of the outcome of their negotiations."

The council also unanimously expressed its support of the Democratic ticket in the upcoming elections, including Louisiana Congressmen Hale Boggs and Jimmy Morrison, who have Republican opposition in their

Mariner because of illness in his family in Mobile. He is registered in the steward department and will be ready to sail again as soon as things get straightened out at home. Eddie L. Walker is about recovered from an accident on the Oceanic Wave which resulted in the loss of two finger joints, and is ready to sail again in a chief electrician's job.

A. W. Saxon is ready to go after visiting his family in Mobile. He last shipped on the Alcoa Runner and is looking for a deck department job. Among the men we saw at the Mobile membership meeting was George McCurley, who recently married and lives in Port Arthur. He's looking for a coastwise tanker, but says he is allergic to grain dust which makes things difficult as we have a large volume of grain cargoes in the Gulf. Also on hand for the meeting were Autrey Johnson and Kenny Lewis.

A couple of real oldtimers in the steward department on the beach in New Orleans are Scotty McDiarmid and Richard "Salty" Martinez. Also, Bob Creel who has been vacationing with his family is back in the hall looking for an electrician's job. Oldtimer Chad Galt recently checked through the hall before leaving on vacation.

The INQUIRING SEAFARER

QUESTION: When you're overseas, do you eat ashore? If so, what type of food do you prefer?

George Chea: Sometimes I do. I am especially fond of the fish in Rotterdam. Of course I'm fond of fish in general, although I do not care for shellfish. Most of the world has a different way of preparing fish, especially around the large ports, so I have no trouble finding good spots to eat.



George Chea: Sometimes I do. I am especially fond of the fish in Rotterdam. Of course I'm fond of fish in general, although I do not care for shellfish. Most of the world has a different way of preparing fish, especially around the large ports, so I have no trouble finding good spots to eat.

John Tallarico: Yes, I eat ashore as much as possible. I'm a steward and I find it very relaxing to have someone serve me for a change. My favorite food is Italian; but I am also very fond of the highly spiced foods of India. Curry is quite a favorite of mine.



John Patino: Yes, I eat ashore. Why not? I think the best foreign dish comes from Japan. Sukiyaki is a real lip-smacking dish, and besides, you can watch it prepared. I guess that tempura shrimp prepared the Japanese way is my second favorite dish.



John Patino: Yes, I eat ashore. Why not? I think the best foreign dish comes from Japan. Sukiyaki is a real lip-smacking dish, and besides, you can watch it prepared. I guess that tempura shrimp prepared the Japanese way is my second favorite dish.

Julio Valentino: No, I always eat aboard the ship. Why should I go around spending my own money for food when the company and the SIU steward department provides all the food I can eat, and better food than I can find in any foreign port? There is no reason to eat ashore.



Gordon Owen: Yes, I think the best dish I have ever eaten in a foreign country was in Beirut, Lebanon. On a recent trip I had Shiskabob, cooked the way the Arabs cook it and it was delicious. Of course there is always the Asian countries for food, I eat a lot of eggroll there.



Gordon Owen: Yes, I think the best dish I have ever eaten in a foreign country was in Beirut, Lebanon. On a recent trip I had Shiskabob, cooked the way the Arabs cook it and it was delicious. Of course there is always the Asian countries for food, I eat a lot of eggroll there.

Gene Iverson: Sometimes, I eat ashore. I guess it depends mostly on where I am; but I always eat ashore in Europe. My favorite food is German. I go strong for those German foods like Wienerschnitzel and Sauerbraten. Of course there is always Bratwurst to go along with good German beer.



MONEY DUE

Robin Lines has notified the SIU Contract Department that it is holding unclaimed wages for the period February 1, 1964 thru July 31, 1964 for Seafarers who may collect them by contacting the company treasurer at 2 Broadway, New York. The Seafarers due unclaimed wages are:

- W. P. Connery, \$100; W. Przlowski, \$212.50; David J. Burke, \$2.79; Julius B. Schulte, \$843.39; Gladstone Ford, \$304.90; John Howard Jr., \$1.47; S. S. Silverstein, \$1.40; Elmer E. Lamb, \$277.65; Richard J. Ryan, \$292.28; George F. Holland, \$8.04; Elbert R. Solomon, \$109.13; Joseph S. Smith, \$37.97; George L. Hand, \$499.91; Robert H. Price, \$91.53; Gene C. Gunther, \$39.62; Preston Ayers, \$25.01; Joseph A. Gomez, \$85.65; Otto R. Mellin, \$1.88; Jay W. Savage, \$2.79; Marcelo La Borte, \$174.52.

Texas City Refining, Inc., Texas City, has notified the SIU that it is holding back wages for the following Seafarers, who may collect them by contacting the company and giving them a signed request, social security and Z card numbers and instructions regarding payment.

William S. Allen, Charles Vincent Cuomo, Robert H. Frazer, Edward Johnson, Paul C. Johnson, Franklin D. Kennedy, Donald E. Mackey.

The union has received from the American Embassy in Saigon allotment checks for the following former crewmembers of the Anji. Seafarers who served on the Anji may collect the checks by contacting their port agent.

- Clarence E. Anderson, Sigurd Gronli, Vernon M. Johnston, William James McNelly, Herman Miller, Calvin T. Price, Vance A. Reid, Calvin Jones Sivels, Roy Raymond Thomas, Miguel A. Viera, Gilbert M. Wright, Johnnie D. Green, Bernard C. Jordan, Harrin Macip, James W. McDonald, George Pazenos, John E. Ross, Thomas D. Spangler, and Sopioklis J. Tzertakis.

SPAD

Seafarers Political Activity Report



AMERICA IS OFFERED IMPORTANT CHOICE—President Lyndon B. Johnson has warned the American public that the American way of life is under attack and said that "those who love it must go forth now to save it." Speaking to several Union conventions by both personal appearance and closed-circuit television, Johnson said that "Americans are faced with a concerted bid for power by factions which oppose all that both parties have supported. It is a choice between the center and the fringe—between the responsible mainstream of American experience and the reckless and rejected extremes." He told the unionists that America is entering a new era of greatness because this country is comprised of men of vision instead of frightened "cry-babies; because you know it takes a man who loves his country to build a house instead of a raving, ranting demagogue who wants to tear down one." He later warned the Electrical, Radio & Machine Workers that Americans are not faced with a choice of parties in the next election but between factions which would not provide for the general welfare of the individual and the country, and the mainstream of the American way of life.

MEDICARE SUPPORT URGED — AFL-CIO President George Meany has asked members of the House and Senate joint conference to agree on a "long overdue" program of Social Security hospital care for the aged. He told the members of the conference that they have in their hands "the future well-being of millions of their fellow citizens." The 12 members of the joint committee have the task of reconciling a House-passed bill raising cash benefits under Social Security with a Senate-adopted amendment adding the labor-backed and Administration-sanctioned hospital and nursing home program. Meany expressed hope that the conferees "will be able to come up with a "realistic, humanitarian and effective" proposal to insure the hospital costs of the aged citizens of this country in a decent and moral manner. President Johnson, addressing the Machinists convention minutes after it became clear the measure would go into a joint committee, supported the Medicare measure with strong language. Breaking into a prepared text he addressed his words to "all Americans everywhere" saying that "if you believe in medical care under Social Security, now is the time to stand up and say so."

KEFAUVER MEMORIAL—A foundation established to carry forth the ideals to which the late Senator Estes Kefauver devoted his life has received the endorsement of the AFL-CIO, president George Meany has announced. The Estes Kefauver Memorial Foundation has among its objectives the construction of a memorial wing to the University of Tennessee library and a program dedicated to advancement of human freedom and world peace. Among these will be political science scholarships and awards to Americans who best exemplify the Kefauver characteristics of courage and freedom from prejudice, bigotry and extreme sectionalism. Support to the foundation is the second labor recognition to the late Tennessee senator this year. In May, Mrs. Nancy Kefauver, his widow, was presented the 1963 Murray-Green Award and a check for \$5,000 in honor of her late husband's service to the people of America. The Phillip Murray-William Green Award was originated by the AFL-CIO Executive Council to honor those whose achievements in the areas of health and welfare inspired others to work for the common good. At the time, Meany described Kefauver as "one of a rare handful of statesmen who emerge in each generation to fight for principle, regardless of political risk."

LABOR ROUND-UP

AFL-CIO Vice President A. Philip Randolph and 29 others have been awarded the nation's highest civilian honors by President Johnson — the Presidential Medal of Freedom. Randolph is president of the Sleeping Car Porters and a long-time leader of the civil rights movement. In presenting the awards President Johnson said they were "great Americans" who "have made freedom stronger for all of us in our time." He went on to say that America's path to greatness has been marked by "outstanding achievement by outstanding individuals." It's future, he said, will be dependent upon "the individual who envisions more, aspires to more, and who achieves more for all of us."

A tripartite technical meeting for the clothing industry, convened by the International Labor Organization in Geneva, Switzerland, is examining labor and social problems and working conditions at a two-week meeting. Workers of the United States are represented by Jacob Potofsky, president of the Clothing Workers and Lazare Teper, research director of

the Ladies' Garment Workers. Clothing Workers research director Milton Fried is their advisor.

Electronic workers at the Stromberg-Carlson division of General Dynamics, Rochester, N.Y., have voted the Electrical, Radio & Machine Workers as their bargaining representatives over the Rochester Independent Workers. An additional 1,000 workers at the Rochester Electronics Center will vote this month in a run-off election between the IUE and the independent. The RIW has represented most workers for the company for the past 25 years.

AFL-CIO unions won 60.1 percent of the representation elections where they were on the ballot in the month of July, according to the National Labor Relations Board. The percentage was somewhat higher than the AFL-CIO average for the preceding six months. The board listed 437 union representation elections in July. AFL-CIO unions won 263, other unions won 17, and in 157 elections no union was chosen.

"Old Hat"



The U.S. economy is booming and business is having a record year for sales and profits. Part of the impetus behind the strong showing of the nation's economy can be attributed to governmental policies designed to stimulate its growth and maintain its strength.

The signs of progress are all around us in the U.S. Scientific progress has allowed us to reach for the moon. Social progress is working toward the elimination of poverty and slums. Industrial progress has given Americans the highest standard of living in the world.

Progressive, flexible, forward - looking governmental policies have played a great part in bringing about this progress. But in one area of the economy government policy has actually hindered progress.

Bogged down in a morass of ancient, often contradictory, backward-looking governmental policies, the maritime industry has lost ground steadily to its foreign competitors and to the railroads at home. The whole maritime industry, including deep sea, inter-coastal, Great Lakes and inland waterway shipping has been floundering for years, growing steadily weaker through administration after administration. It has made no difference whether the party in power was Republican or Democrat, maritime policy always turned out to be the same old hat.

The SIU and other maritime unions have been fighting for years to get the government to adopt a more modern, consistent policy with regard to the U.S. maritime industry. Still, the abuses have continued. American vessels have been allowed to drop their U.S. registry and hoist the runaway-flag instead. Contrary to the intent of congress, government-financed cargoes which should have moved in American bottoms

have been allowed to fill foreign holds instead. Domestic shipping has reeled under ICC-sanctioned rate-cutting competition by the railroads on the one hand, and the fact that foreign vessels have been steadily forcing open the doors barring them from the U.S. domestic trade. Inland carriers have for years been fighting ICC-aided rate-slashing competition from the railroads and have recently been faced with user tax proposals aimed at nullifying the competitive advantages inherent in inland water shipping. The Merchant Marine Act of 1936, a fine act in its time, has been left far behind by recent developments in the industry and is in dire need of revision.

The SIU has been pressing the fight for new government policies which will give the maritime industry a fighting chance for survival. In the face of indifference, obstinacy, laxity and even hostility on many levels of government toward the problems of maritime, progress has been slow.

Recently some rays of hope have been seen. High level representatives of governmental agencies responsible for maritime policy have been meeting with representatives of maritime labor and management to discuss the situation. Recommendations have been made by men who know the industry and its problems—maritime labor and management—and have at least been heard by the government representatives. This admission on the part of the government agencies that a problem does exist in maritime represents no small victory. The voice of maritime is at last being heard.

The SIU, which has been carrying on the fight for years, is now once more redoubling its efforts. Maritime policy must be revised if the United States is to have the Merchant marine which her position requires.

Credentials Committee Report

We, the undersigned Committee on Credentials duly elected at the regular business meeting at Headquarters on August 3rd, 1964, in accordance with the Constitution, have examined the credentials of the candidates for elective office or job in the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, for the years of 1965-6-7-8, as per Article XI, Section 1, and submit the following report:

We qualified or disqualified those men who submitted for office by the rules of our Constitution as contained in Articles XII and XIII. Article XII is known as **Qualifications For Officers, Headquarters Representatives, Port Agents, Patrolmen and Other Elective Jobs.** The Article reads as follows:

Section 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

"(a) He has at least three years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, shall count the same as seetime. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and

"(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and

"(c) He has at least four (4) months of seetime, in an unlicensed capacity aboard an American-flag merchant vessel or vessels, covered by contract with this Union, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year; and

"(d) He is a citizen of the United States of America; and

"(e) He is not disqualified by law.

Section 2. All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be full book members of the Union.

Section 3. All candidates for and holders of elective offices and jobs, whether elected or appointed in accordance with the Constitution, shall maintain full book membership in good standing." (End of quote from Constitution)

Article XIII is known as **Elections For Officers, Headquarters Representatives, Port Agents and Patrolmen.** The Article reads as follows:

Section 1. Nominations
"Except as provided in Section 2 (b) of this Article, any full book member may submit his name for nomination for any office, or the job of Headquarters Representative, Port Agent or Patrolman, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at Headquarters, or sending, a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of headquarters. This letter shall be dated and shall contain the following:

"(a) The name of the candidate.

"(b) His home address and mailing address.

"(c) His book number.

"(d) The title of the office or other job for which he is candidate, including the

name of the Port in the event the position sought is that of Agent or Patrolman.

"(e) Proof of citizenship.

"(f) Proof of seetime and/or employment as required for candidates.

"(g) In the event the member is on a ship he shall notify the Credentials Committee what ship he is on. This shall be done also if he ships subsequent to forwarding his credentials.

"(h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crime."

Dated: _____

Signature of Member _____

Book No. _____

"Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

"All documents required herein must reach headquarters no earlier than July 15th and no later than August 15th of the election year.

"The Secretary-Treasurer is charged with the safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request." (End of quote from Constitution)

It is to be pointed out to the membership that the SEAFARERS LOG issue of June 26, 1964 carried the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, in which Articles XI, XII, and XIII give the terms of office, the qualifications for office and the manner in which credentials are to be submitted.

We further point out to the membership that the full notice of opening of nominations necessary qualifications for same, and an appeal for all interested members to qualify themselves are contained in the SEAFARERS LOG, in the issue of July 10th, 1964 on Page three.

The SEAFARERS LOG issue of July 10th, 1964, on Page eighteen, carried the President's Pre-Balloting Report, which report gave the depository required by Article X, Section 1 (e) of the Union Constitution. In addition to which it carried the Addition To The Voting Procedures of the forthcoming election of officers that the Secretary-Treasurer had given in his report to the Regular Membership Meeting at S.I.U. Headquarters on April 6 and May 4.

The official records of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District show that the Pre-Balloting Report of the President was given in the headquarters meetings of June 8th and July 6th, 1964, in conformity with Article X, Section 1, Paragraph (e) of our Union Constitution and the Secretary-Treasurer's "Additions To Voting Procedures." This same Pre-Balloting Report was acted on in all constitutional ports holding regular membership meetings during the month of July, 1964, as was the Secretary-Treasurer's "Additions To The Voting Procedures." The Pre-Balloting Report and the Secretary-Treasurer's "Additions To The Voting Procedures" has been reproduced verbatim in the June 12th and July 10th, 1964 issues of the SEAFARERS LOG as mentioned previously. In addition to the foregoing, the Secretary-Treasurer's "Additions To The Voting Procedures" was carried in May 15, 1964 issue of the SEAFARERS LOG.

We find, that by referring to the issues of the SEAFARERS LOG mentioned above, and to the minutes of the regular membership meetings in all the A.G.L.I.W. District ports, that every possible effort was not only made to advise the membership of the qualifications to run for office but in addition, a plea was made that any man who thought he may be capable of holding any elective office was urged to submit his credentials for same.

We, this committee, as well as our rank and file members are aware of the fact that copies of the Constitution, wherein all the qualifications for submitting for office were contained, were and have been made available to all of the membership of our Union. In this Constitution, we, as good Union members, know that it fully outlines all qualifications necessary for office and the steps and the manner in which to qualify for office.

The following is a complete listing of all men who submitted their credentials to the committee. The men's names and jobs for which they submitted such credentials are listed in the order which this committee feels they should be placed on the general ballot. That is, in alphabetical form under the offices for which they run, and that the ports, following the headquarters offices, beginning with Boston, be arranged on the ballot geographically as has been done in the past. Following each name's name and book number is his qualification or disqualifications, followed by the reason for same.

PRESIDENT

- John Cole, C-8 Qualified Credentials in order.
- Paul Hall, H-1 Qualified Credentials in order.
- William John Smith, S-60 Qualified Credentials in order.

EXECUTIVE VICE-PRESIDENT

- Cal Tanner, T-1 Qualified Credentials in order.

VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT

- Robert A. Matthews, M-1 Qualified Credentials in order.

VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST

- Earl Shepard, S-2 Qualified Credentials in order.

VICE-PRESIDENT IN CHARGE OF THE GULF COAST

- James L. (Jimmie) Tucker, T-22 Qualified Credentials in order.
- Lindsey J. Williams, W-1 Qualified Credentials in order.

VICE-PRESIDENT IN CHARGE OF THE LAKES AND INLAND WATERS

- Al Tanner, T-12 Qualified Credentials in order.

SECRETARY-TREASURER

- Al Kerr, K-7 Qualified Credentials in order.

HEADQUARTERS REPRESENTATIVES

- William Hall, H-272 Qualified Credentials in order.
- Thomas (Curley) Liles, Jr., L-230 Qualified Credentials in order.
- Edward (Eddie) Mooney, M-7 Qualified Credentials in order.
- Frederick (Freddie) Stewart, S-8 Qualified Credentials in order.

NEW YORK AGENT

- Joseph (Joe) Di Georgio, D-2 Qualified Credentials in order.

NEW YORK JOINT PATROLMAN

- Theodore (Ted) Bakkowski, B-1 Qualified Credentials in order.
- Leo Bruce, B-158 Disqualified Was not in continuous good standing for three (3) years previous to nomination.

- Angus Campbell, C-217 Qualified Credentials in order.
- Warren H. Cassidy, C-724 Qualified Credentials in order.
- Eugene Dakin, D-9 Disqualified Was not in continuous good standing for three (3) years previous to nomination.

- John Fay, F-363 Qualified Credentials in order.
- Vincent Genco, G-79 Qualified Credentials in order.
- Luigi Iovino, I-11 Qualified Credentials in order.
- David Irvine, I-25 Disqualified Was not in continuous good standing for three (3) years previous to nomination.

- Evaristo Jimenez, J-32 Disqualified Was not in continuous good standing for three (3) years previous to nomination.

- Pasquale (Pat) Marinelli, M-462 Qualified Credentials in order.
- Frank Mongelli, M-1111 Qualified Credentials in order.
- E. B. (Mac) McAuley, M-20 Qualified Credentials in order.
- George McCartney, M-948 Qualified Credentials in order.
- Fred G. Oestman, O-41 Qualified Credentials in order.
- George (Frenchy) Ruf, R-1 Qualified Credentials in order.
- Charles Scofield, S-186 Qualified Was qualified subject to his furnishing the Secretary-Treasurer a duly executed certificate prior to the making up of the ballot. Failure to do so was to result in his being disqualified.

- Charles Stambul, S-578 Qualified Credentials in order.
- Lorence Taylor, T-79 Qualified Credentials in order.
- Keith Terpe, T-3 Qualified Credentials in order.
- Bernard Toner, T-28 Qualified Credentials in order.
- Van Whitney, W-11 Disqualified Was not in continuous good standing for three (3) years previous to nomination.

- Steven (Steve) Zubovlch, Z-13 Qualified Credentials in order.

PHILADELPHIA AGENT

- Frank Drozak, D-22 Qualified Credentials in order.

PHILADELPHIA JOINT PATROLMAN

- Robert N. (Joe) Air, A-61 Qualified Withdrew
- William R. Davies, D-178 Qualified Credentials in order.
- Belarmino (Benny) Gonzalez, G-4 Qualified Credentials in order.
- Leon Hall, Jr., H-125 Qualified Credentials in order.
- Edward Kresz, K-315 Qualified Credentials in order.
- Charles D. G. Stansbury, S-856 Qualified Withdrew

BALTIMORE AGENT

- Edward Cantoral, C-606 Disqualified Was not in continuous good standing for three (3) years previous to nomination.
- Rex E. Dickey, D-6 Qualified Credentials in order.

BALTIMORE JOINT PATROLMAN

- Paul Gonsorchik, G-2 Qualified Credentials in order.
- Eli Hanover, H-313 Qualified Credentials in order.
- Tony Kastina, K-5 Qualified Credentials in order.
- Warren (Smoky) Messenger, M-815 Disqualified Was not in continuous good standing for three (3) years previous to nomination.
- Benjamin Wilson, W-217 Qualified Credentials in order.

MOBILE AGENT

- Charles Faircloth, F-416 Disqualified Was not in continuous good standing for three (3) years previous to nomination. Did not send in a certificate and a complete letter of nomination.
- Frederick H. Johnson, J-44 Qualified Credentials in order.
- Derwood Y. Mann, M-96 Disqualified Was not in continuous good standing for three (3) years previous to nomination.
- Howard Kempt Pierce, P-287 Disqualified Was not in continuous good standing for three (3) years previous to nomination.
- Louis Neira, N-1 Qualified Credentials in order.

Results Of Credentials Check For SIU Election

MOBILE JOINT PATROLMAN

Harold J. Fischer, F-1	Qualified	Credentials in order.
Robert Jordan, J-1	Qualified	Credentials in order.
Leo P. Marsh, M-9	Qualified	Credentials in order.
William J. (Red) Morris, M-4	Qualified	Credentials in order.

NEW ORLEANS AGENT

C. J. (Buck) Stephens, S-4	Qualified	Credentials in order.
----------------------------	-----------	-----------------------

NEW ORLEANS JOINT PATROLMAN

A. E. (Jerry) Cunningham, C-718	Qualified	Credentials in order.
Henry B. Donnelly, D-324	Qualified	Credentials in order.
Peter Gonzalez, G-749	Disqualified	Had not had a full book in continuous good standing for at least three years.
Thomas E. Gould, G-267	Qualified	Credentials in order.
Louis Guarino, G-520	Qualified	Credentials in order.
Andrew A. G. McCloskey, M-950	Qualified	Credentials in order.
Herman M. Troxclair, T-4	Qualified	Credentials in order.
Paul Warren, W-3	Qualified	Credentials in order.

HOUSTON AGENT

Paul Drozak, D-180	Qualified	Credentials in order.
--------------------	-----------	-----------------------

HOUSTON JOINT PATROLMAN

Jim (Bat-man) Batson, B-713	Disqualified	Was not in continuous good standing for three (3) years previous to nomination.
Martin J. (Marty) Breithoff, B-2	Qualified	Credentials in order.
Gilbert Delgado, D-581	Disqualified	Was not in continuous good standing for three (3) years previous to nomination.
William J. Doak, D-262	Qualified	Credentials in order.
E. C. Goings, G-215	Disqualified	Was not in continuous good standing for three (3) years previous to nomination.
Roan Lightfoot, L-562	Qualified	Credentials in order.
Ira W. (Butterbean) Griggers, Jr., G-573	Disqualified	Was not in continuous good standing for three (3) years previous to nomination.
Oscar M. Raynor, R-520	Qualified	Credentials in order.
James C. Whatley, W-620	Disqualified	Was not in continuous good standing for three (3) years previous to nomination.
R. F. (Mickey) Wilburn, W-6	Qualified	Credentials in order.
Donald Woods, W-355	Disqualified	Was not in continuous good standing for three (3) years previous to nomination.

DETROIT AGENT

Ernest (Scottie) Aubusson, A-8	Qualified	Credentials in order.
--------------------------------	-----------	-----------------------

As will be noted in the foregoing sections of the committee's report, the provisions of the SIU Constitution governing election procedure made it mandatory that several of the men who had been nominated be disqualified. The Committee is bound by the Constitution and had to decide on the basis of the Constitution. It has no other choice. The committee feels that the cases of disqualification cited above are especially regrettable because of the fact that the Union, this year, as in every election year, went to such lengths to set forth the procedures and requirements to be followed by those seeking a place on the ballot.

In light of these circumstances, the Committee wishes to call to the attention of all members, the necessity of following all requirements and procedures, which are established by our Constitution to govern eligibility to candidacy to Union office.

The Committee particularly desires to point out the provisions of Article XIII, Section 2 (c) of the Constitution, wherein is spelled out in detail the right of a disqualified candidate to appeal from a decision of the Credentials Committee and how he does it.

Your Committee wishes to bring to the attention of the membership, the fact that the Union Constitution in Article XII, Section 1 (b) requires that a nominee have at least four (4) months seetime, between January 1st and the time of nomination. During the course of examining the various credentials of those members who had submitted for office, it was found that some of our brothers had failed to submit sufficient seetime in the current year to meet the requirements of the Constitution. However, in sending in their letter of acceptance of their nomination, they had made mention of the fact that they were presently employed aboard ship and due to the voyage not being completed, they were unable to secure a discharge covering the time. In some cases where they failed to mention in their letter about being aboard ship, the Committee in checking their credentials was able to determine that they were aboard ship. In each of these instances, your Committee verified such employment with the steamship company operating the particular vessel. The men and the vessels they are on, that had this type of seetime verified are as follows:

MAN'S NAME	SHIP	TIME EMPLOYED
Peter Gonzalez, G-749	SS Del Norte	4/27/64 to 8/15/64
Howard Kempt Pierce, P-287	SS Transindia	6/24/64 to 8/15/64
Donald Woods, W-355	SS Ames Victory	7/22/64 to 8/15/64
Jim (Bat-man) Batson, B-713	SS Seatrain Georgia	7/29/64 to 8/13/64
John Cole, C-8	SS Seatrain Texas	7/19/63 to 8/15/64
Bernard Toner, T-28	SS Coe Victory	4/29/64 to 8/11/64

In the checking of the continuous good standing for the three year period previous to nomination of the various candidates, your Committee found that numerous candidates had paid their dues late. The Committee found in most instances, however, with the exception of those that will be dealt with later in this report, that the member so affected had been on a ship during the period, thereby preventing him from paying his dues. As we the membership

know, it has always been the practice of the Union to consider anyone who has been unable to pay dues due to being on a voyage, to be in good standing until the time of their pay-off. More important, the Constitution so provides, in Article III, Section 3 (e).

In the course of doing its work, the Committee took action in accordance with the provisions of Article XIII, Section 2 (e) of the Constitution which reads, as follows:

"(e) The Credentials Committee, in passing upon the qualifications of candidates, shall have the right to conclusively presume that anyone nominated and qualified in previous elections for candidacy for any office, or the job of Headquarters Representative, Port Agent or Patrolman, has met all the requirements of Section 1 (a) of Article XII."

In compliance with Article XIII, Section 2, Paragraph (b) of our Constitution and in an attempt to give every nominee every consideration and to try to prevent any disqualifications, Alexander Brodie, B-433 or Donald Gagnon, G-759 of this Committee, the Credentials Committee, remained at the entrance of the headquarters building of the Union until midnight of August 15th, 1964, to receive any credentials that might have been delivered either by mail or by hand after the closing of business hours by the Union.

The Committee would like to point out to the membership, that although the President clearly specified in his Pre-Balloting Report the exact offices for which nominations were to be made, some credentials were received for office other than those carried in the Pre-Balloting Report. The following are the names of the nominees so involved as well as the job titles for which they actually submitted: Charles Stambul, S-578, Engine Patrolman.

William R. Davies, D-178, Patrolman.
Edward Kreez, K-315, Patrolman.
Charles D. G. Stansbury, S-856, Patrolman.
George H. Ruf, R-1, Patrolman.
Robert N. (Joe) Air, A-61, Patrolman.
Gilbert A. Delgado, D-581, Field Patrolman.
A. E. (Jerry) Cunningham, C-718, Engine Department Patrolman.
Jim (Bat-man) Batson, B-713, Deck Patrolman.

However, your Committee did not feel that a man should be disqualified on such small technicalities as given above. Each nominee listed above had specified a patrolman's job of some department in the port for which he wished to be nominated. Inasmuch as the Pre-Balloting Report only listed Joint Patrolman in each port, this Committee therefore processed the aforementioned credentials for the Joint Patrolman's job in the port for which they had nominated themselves.

In checking the credentials of the various nominees, this Committee had disqualified Warren H. Cassidy, C-724 a nominee for New York Joint Patrolman; Charles Stambul, S-578, a nominee for New York Joint Patrolman; William John Smith, S-60, a nominee for President. A telegram was sent to each of these brothers by your Committee, notifying them of their disqualifications as per the Constitution. However, your Committee heard from each of the aforementioned brothers either by telegram or in person. Based on the information that was furnished by these brothers, it was then possible for this Committee to qualify them. At that time, they were sent another telegram by the Committee, informing them that they had been qualified.

Your Committee had eight (8) letters of nomination submitted that were undated:

Paul Gonsorchik, G-2 failed to date his letter of nomination. However, since the post mark on the outside of the envelope was stamped July 27 and received by the Secretary-Treasurer's office on July 29, 1964, this brother's credentials were qualified on this point

of the qualifications for office.

Edward Kreez, K-315 also failed to date his letter of nomination. However, since the registered stamp put on the outside of his envelope by the Philadelphia Post Office was August 4, 1964, and it was stamped by the Brooklyn, New York Post Office on August 5, 1964 and received by the Credentials Committee on August 5, 1964 this brother's credentials were qualified on this point of the qualifications for office.

Charles Oscar Faircloth, F-416 also failed to even submit a letter of nomination. However, since the registered stamp put on the outside of the envelope by the Mobile Alabama Post Office was dated July 27, 1964 and it was stamped by the Brooklyn, New York Post Office on July 29, 1964 and received by the Secretary-Treasurer, Al Kerr, on July 30, 1964, the credentials were accepted and processed but this was one of the points on which this brother was disqualified. In addition, he had further reasons for disqualifications by your committee which have been given previously in this report.

E. C. Goings, G-215 also failed to date his letter of nomination. However, the post mark on the outside of his envelope by the Galveston, Texas Post Office was August 12, 1964 and it was received by the committee on August 14, 1964 and this brother's credentials were qualified on this point of the qualifications for office. However, he was later disqualified by your committee for the reason given previously in this report.

Peter Gonzalez, G-749 also failed to date his letter of nomination, however, since the stamp on his letter put in Barbados was August 12 and it was received by your committee on August 15, this brother's credentials were qualified on this point of the qualifications for office. However, he was later disqualified by your committee for the reason given previously in this report.

George Ruf, R-1. Although we were unable to read the date of the post mark on the outside of the envelope we were able to determine that it had been mailed in Wilmington, California. It was received by your committee on August 13, 1964 and this brother's credentials were qualified on this point of the qualifications for office.

William J. Doak, D-262. Although we were unable to read the date of the post mark on the outside envelope we were able to determine that it had been mailed in Houston, Texas.

Charles D. G. Stansbury, S-856, also failed to date his letter for nomination, however, since the stamp put on the outside of the envelope by the Philadelphia Post Office indicated that it had been mailed in the A.M. of August 14, 1964 and was received at 11:00 A.M. on August 15, 1964, by your committee, this brother's credentials were qualified on this point of the qualifications for office.

Your committee had one (1) nominee that failed to submit the certificate that is called in Article XIII, Section 1, Paragraph (h) of the Constitution whom the report indicates has been qualified. This Committee has notified the Brother involved, Charles Scofield, S-186, a nominee for New York Joint Patrolman that he has been qualified, subject to his furnishing the aforementioned certificate to the Secretary-Treasurer prior to the making up of the ballot. Failure on his part to furnish the certificate by the time mentioned, is to result in his disqualification.

This Committee would like to point out that one of the nominees,

William John Smith, S-60 failed to send his credentials to the Credentials Committee as per Article XIII, Section 1 of our Constitution. Instead, Brother Smith sent them to the Bank Depository that was mentioned in the President's Pre-Balloting Report. This was an error, that the Committee thought, could have been made by any of us seamen. The bank forwarded the credentials to our Secretary-Treasurer, Al Kerr, who received them on July 31, 1964. Therefore, your Committee has qualified Brother Smith as previously mentioned in this report.

Candidate John J. Cole was expelled from the Union pursuant to the provision of the Constitution around February, 1963. He thereafter brought a law suit and by court order in June, 1964 was directed to be reinstated to membership provided he paid all monetary obligations to date. He thereafter paid all of his monetary obligations and although the monetary obligations were not made on the due dates, because of his expulsion and order of the court, we find that such failure to pay his monetary obligations on the due dates does not disqualify him as a candidate, and we find him qualified.

The Committee also received telegrams of withdrawal from Robert N. (Joe) Air, A-61; and Charles D. G. Stansbury, S-856, on August 17th, 1964. Although both of these brothers had been qualified by your Committee prior to receiving the telegrams of withdrawal, we have indicated in a previous part of this report their withdrawal.

Telegrams were sent to each man who was disqualified by the Committee, telling him of his disqualification as well as a detailed letter being sent to each man so disqualified, all in compliance with our Constitution. In addition, each man disqualified received a copy of our Constitution, so that the disqualified nominee would have available the procedure to be used in appeal from the decision of the Credentials Committee.

The membership can readily see from the foregoing report, that your committee has made every effort possible within the confines of our Constitution to qualify every nominee.

All credentials were turned over to the Committee in good order at 9:00 A.M., Tuesday, August 4th, 1964, or have been received by mail since that date. All credentials have been examined in strict accordance with the Constitution. Any defect in the credentials disposed of by the Committee has been the sole responsibility of the sender and no person adversely affected by such defect has denied this to the Committee.

It is your Committee's final recommendation that the membership of the Atlantic, Gulf, Lakes and Inland Waters District of the Seafarers International Union of North America make every possible effort to vote in this general election, as every good union man should.

This Committee having completed its duties, hereby adjourned at 8:15 P.M. on August 17th, 1964, in the Headquarters offices of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, 675 Fourth Avenue, Brooklyn 32, New York.

Date: August 17, 1964

Alexander Brodie, B-433
Chairman

Aldo Perini, P-83
Donald Gagnon, G-759
Edward Polise, P-74
Jerry Pow, P-480
Johannes Karl, K-6

Plan Large Scale Trial For Water Desalinization

SAN JOSE, Calif.—A newly discovered method of converting sea water into fresh water will receive its first large scale test when the FMC Corporation of San Jose begins construction on a new \$565,000 plant at Wrightsville Beach, North Carolina.

In its search for an inexpensive sea water desalinization process, the U.S. Department of Interior signed a contract with the California firm that has made a significant breakthrough in desalinization by injecting hot oil into the brine.

Until FMC's latest process, the oldest and most widely used desalting method was considered inefficient because of the prohibitive costs involved.

In usual desalting methods, sea water is piped into a tank and vaporized. The vapors then run off into an adjoining tank where, when condensed by cooling, they become fresh water. The FMC process is begun by introducing hot, bubbling oil into the lower part of the tank containing sea water. As the oil rises to the top, the water is heated into vapor while the oil is cooled. The cooled oil, then at the top of the tank, is drawn into the fresh water tank where it absorbs the heat from the condensing vapors, turning them into fresh water. The operation is, thus, cyclical, and though heat has to be applied to the oil

in the process, the cost is still small compared with conventional desalinization processes.

The end product is pure fresh water, even though oil has passed through it. Sealing is prevented by eliminating contact between the hot sea water and the metallic surface of a boiler or other heat sources.

In a related development, the United States and Israel have begun a joint study looking toward the building of a \$100 million nuclear powered desalinization plant in Israel. The project was announced in Washington by President Johnson and in Tel Aviv by Premier Eshkol.

A team of three U.S. technologists is now in the small nation discussing with their Israeli counterparts the economic and technical feasibility of the project. If the talks are successful, a joint study by engineers will follow.

The U.S. is interested in the project because it is the necessary intermediary step between the small plants which now exist and the giant plants that would be needed to irrigate a desert.



By Joseph B. Logue, MD, Medical Director

Twentieth Century Miseries

Air conditioning and central heating are overused in the United States and may be responsible for the increasing incidence of colds and other respiratory diseases, claims the noted scientist and anthropologist Dr. Ashley Montagu, as reported in the Health Bulletin.

In the current issue of the Archives of Environmental Health, Dr. Montagu presents abundant evidence that Americans are abusing both forms of temperature control and, as a result, are experiencing "a much larger share of disabling symptoms than is at present recognized or adequately appreciated by physicians."

"It is probably that the majority of the patients seen by ear, nose and throat specialists are suffering from diseases that originated in physiological failure of the respiratory mucous membrane induced by excessive drying as a result of artificial temperature control," he says.

Dr. Montagu believes that the way is paved for respiratory infections every time Americans set their thermostats above 70 degrees F. At this temperature, humidity is reduced to the vanishing point. Without adequate humidity, which, Dr. Montagu points out, should range between 40 and 70 percent, the mucosal cilia dry up and cannot perform their important function of filtering infectious bacteria.

During World War II, Fuel and Oil Heat Magazine conducted a sampling of oil heating service departments and discovered that the average temperature in American homes during the winter months was somewhere between 72 and 73 degrees F. More recently, Dr. Montagu completed a similar study showing that the average domestic temperature in the middle Atlantic states is about 74 degrees F. In the New England states, temperature varies between 68 and 70 degrees F, while the south Atlantic states average about 77 degrees F. Humidity in these homes is a far cry from what Dr. Montagu considers adequate.

The U.S. Public Health Service reports that winter relative humidity in American homes average between 12 and 18 percent. Dr. Montagu's studies show that it is often pushed down to as low as five per cent, producing not only the dry mucous membranes, but also a winter skin disease known as "winter itch."

(Other researchers have drawn the same conclusions. Dr. A. H. Andrews, Jr., in his book Clinical Cardiopulmonary Physiology, states humidity of 40 to 50 per cent "reduces the incidence of respiratory infections and speeds recovery from the common cold." The Medical Journal of Australia, August 30, 1958, pointed out that the increase in colds and the increase in dryness due to artificial heating run closely parallel. K. H. Kingdon, writing in the April, 1960, issue of the American Review of Respiratory Diseases, went so far as to suggest a relationship between the 1957 epidemic and a particular pattern or relative humidity.)

Air conditioning abuses are mentioned only briefly in Dr. Montagu's report. However, the chilling which results from uneven temperatures and drafts in air conditioned rooms has much the same effect as drying upon a respiratory mucosa. "Summer colds as a result of improper air conditioning are becoming a common thing and it is not unlikely that air conditioning has played a role in increasing the incidence of other respiratory disorders," Dr. Montagu concludes.

SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: July 1 - July 31, 1964

Port	Seamen	Wives	Children	TOTAL
Baltimore	157	32	13	202
Houston	167	12	12	191
Mobile	72	11	12	95
New Orleans	255	6	31	292
New York	486	33	24	543
Philadelphia	141	27	27	195
*San Juan	34	9	19	62
TOTAL	1,312	130	138	1,580

*6/21/64 to 8/20/64

MA To Probe Prospects For Lake Shipping

WASHINGTON—The Maritime Administration will survey the prospects for U.S.-flag shipping from Great Lakes ports in public hearings over November and December, Senator Phillip A. Hart (D-Mich.) reported.

The prime task of the hearings will be to determine if the Lakes region is getting its fair share of government shipping subsidies, the lawmaker said. He called subsidies one of the real keys to an increase of St. Lawrence Seaway traffic.

In order to qualify from subsidies, carriers operating from Lakes ports must serve routes declared essential by the MA. At present there are eight routes which fall into the essential category. They include South America, the Far East, the Persian Gulf and all of Africa except its north coast. Europe and the Mediterranean are not on the priority list, though the volume of traffic from Great Lakes ports to the two areas is not inconsiderable.

Senator Hart reported that at hearings held earlier this year by the Senate Commerce Committee, many Michigan manufacturers and port groups emphasized the need for an extension of subsidies to give a boost to declining Great Lakes operations by U.S.-flag ships.

In the hearings, which will be held in Washington and in Michigan, the MA will consider whether to extend essential trade routes—notably Europe and the Mediterranean—to Great Lakes shipping, and will examine traffic potentials on present routes with a view towards making the present temporarily designated routes more permanent.

The designation of essential on the eight Great Lakes routes expires at the end of the year. Hart says he would like to see all current routes kept up, and have others added to the essential list as well.



By Cal Tanner, Executive Vice-President

Great Strides Made In Sea Safety

Last month marked the thirtieth anniversary of the Morro Castle disaster. It was also a month that saw the SIU-manned Globe Explorer (Maritime Overseas) gutted by a fire in the Atlantic. The Globe Explorer incident, coming as it did on almost the same day as the Morro Castle fire 30 years ago, served to remind us of the great strides in safety the maritime industry has made in the last three decades. It would do well to compare the two disasters to examine more closely where we have come from and where are we going in the vital business of ship safety.

When the Morro Castle caught fire in 1934, 134 lives were lost, including passengers and crew. Her builders had called her the "safest ship afloat," but the disaster proved otherwise. The Morro Castle was neither a safe ship nor a happy ship as far as the men who served on her were concerned. The crew worked long hours (18 hours a day) at miserable wages (\$35 a month). Safety standards were either entirely absent or lax. Without a strong union and the promotion of safety and demand for good working conditions that comes with it, the crew were unprepared to meet the emergency. It was not their fault; the ship had seen several abortive strikes, including one by the radio men at the very start of the trip.

Merchant sailors had been complaining about the unsafe and miserable conditions on American ships for more than a century. The Morro Castle disaster gave the necessary shock emphasis to their words. A Congressional inquiry committee was formed that came through with solid recommendations for laws regarding ship safety. Major improvements were made in naval architecture to make ships more safe.

But most of all, the sailors themselves decided to do something about the awful conditions prevailing then. The Morro Castle disaster coincided with the rise of strong seagoing unions.

When the Globe Explorer ran into trouble 350 miles southeast of New York, her crew was ready and able to handle it. They had the benefit of safety regulations that mitigated the immediate effects of the blaze; they had well-maintained emergency equipment to help fight the fire and to, at least, contain its quick spread until all hands were out of danger; they had lifeboats that were in good condition along with their launching gear.

The Globe Explorer's lifeboats were launched without a hitch, despite bad weather and high seas. The abandoning ship operation proceeded almost as smooth as if it were a drill. The payoff for the skill, training and good safety conditions came with the fact that there were no injuries to any of the crew.

So the differences between the Morro Castle and the Globe Explorer fires, as we see, were like the differences between night and day. Safety standards, almost non-existent at the time of the Morro Castle fire, are strongly enforced now. A sailor then had almost nowhere to turn if he spotted an unsafe condition; today a Seafarer brings his beef to the delegate where it is corrected. The SIU has always recognized and given prime concern to the question of safety on ships and has taken on itself the responsibility of impressing our members with the importance of good seamanship and giving them a chance to learn it.

Yet no matter how much stress the union puts on safety procedures to members, and no matter what safety advances are made in the construction of vessels, the ultimate safety device remains the individual Seafarer—a Seafarer who is professional in his attitudes and well-trained in safety practices. A Seafarer who knows exactly what to do when any emergency arises.

Each Seafarer should ask himself if he is such a man. He should ask himself if he has enrolled in

the SIU Lifeboat Training School yet, and, if not, when he will do so. A lifeboat ticket should rank with his seaman's papers in importance to the Seafarer.

He should ask himself if he is paying the proper attention and giving his full concentration at lifeboat and fire drills onboard ship. Further, he should ask himself what he is doing to make his ship safe, both in his respective department and in his quarters. He should be alert to infractions of safety rules and be ready to report them to the proper authorities.

The lessons of the Morro Castle have not been lost on the American maritime industry. It has become the safest maritime industry in the world, with the lowest accident rate anywhere. But Seafarers cannot rest on their laurels, they must make it safer still.

New Benefits Won By SIU Taxi Drivers

ST. LOUIS—The SIU Transportation Services and Allied Workers Local 5 here has signed a contract with the Marcella Cab Company that will bring a new Health and Welfare plan, as well as other improvements, to the company's more than 400 employees.

The agreement, reached after lengthy negotiations, provides for the establishment of a Health and Welfare Fund, paid by the company and administered by the company and the union. Under its terms, management will pay \$7 per cab into the Fund each month.

The company will also place into the Fund rebates on gas bought by union members.

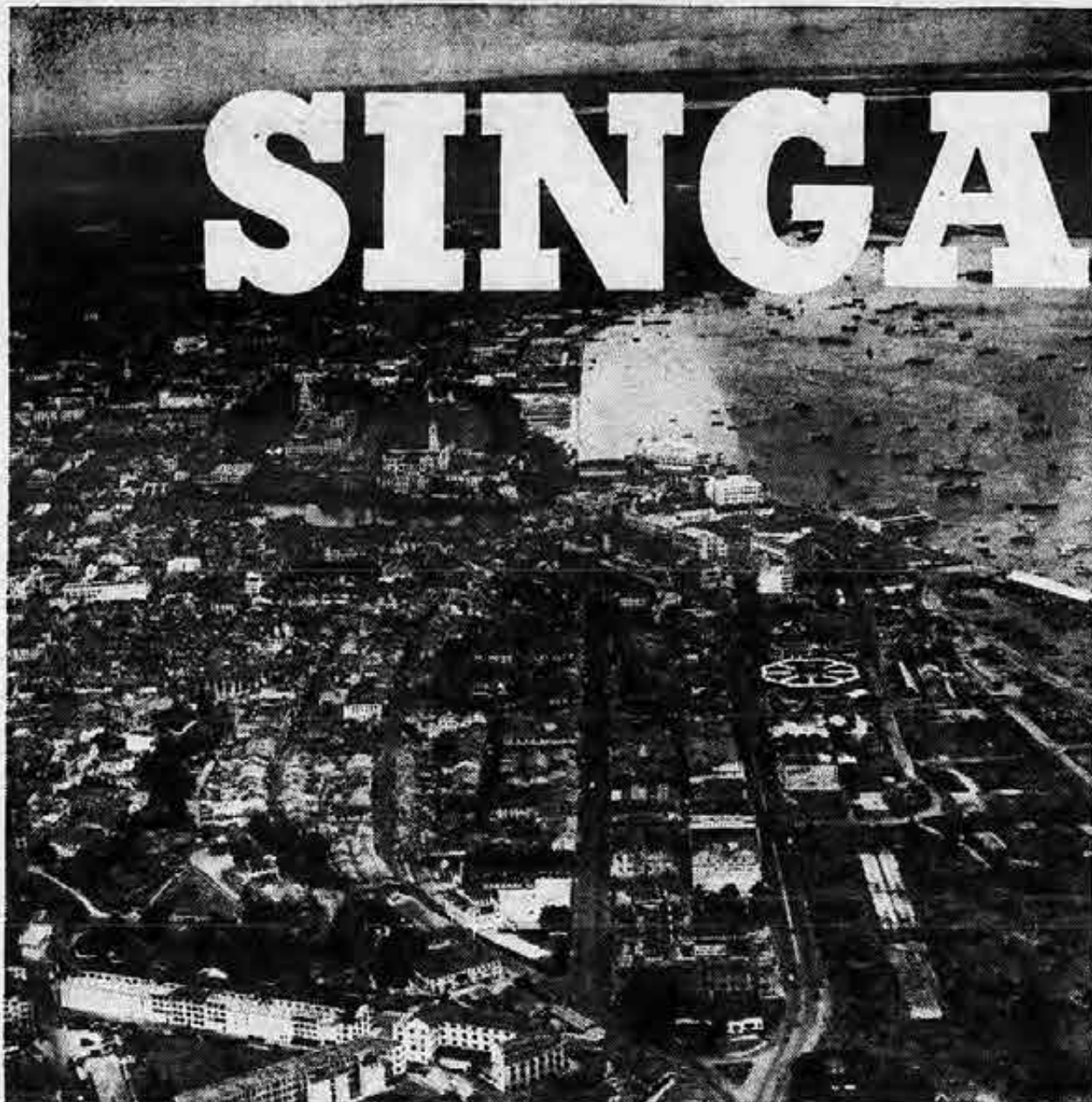
The three-year contract also contains a union shop clause, a job security clause and grievance machinery. According to its terms, owner-drivers will now be able to pay their monthly operating fees in two instalments rather than in one, as was the practice. Operating fees will be reimbursed if cars are unable to operate.

The contract will spell the doom of the driver-supervisor system previously practiced. Drivers saw the old system as a spy operation created to harass them.

The TS&AW won a certification election at the company against the Teamsters on January 16 but final decision was held up by the NLRB for months due to a Teamster challenge of the election results. The challenge was turned down by the NLRB.

SEAFARERS PORTS OF THE WORLD

SINGAPORE



An aerial view of the port of Singapore shows the port facilities of this major commercial center. In the middle of the picture, near the water, is Raffles Place and the majority of the central government offices.



Seafarers visiting the port of Singapore who take a walk over the Cavenagh Bridge to the Raffles Hotel for a cool drink will get this view of the river life of the city.



Hungry visitors to the city can try many authentic oriental restaurants like the one pictured above. Seafarers wandering the street may see just such a scene, in which cooks are preparing food for the day's business.

Singapore, the hustling, rushing, crowded center of commercial trading in Southeast Asia, is located at the southern tip of the Malayan Peninsula, on the eastern side of the Malacca Strait. The city of Singapore is located on the southern extremity of the Island of Singapore, an internally governed free port under the nominal control of the British Commonwealth.

The city is wholly dependent upon its international trade, exchanging the goods and produce of the Far East for necessary textiles and machinery of the European and American worlds.

Located one degree from the equator, Singapore enjoys the warm, damp climate of the equatorial countries. In a year's time, 95 inches of rain may fall, but the temperature will rarely vary more than a degree or two from the average temperature of 82 degrees.

The bustling port is one of the busiest in the world. Ships arrive daily, providing the major industry of the city, and the largest source of income to the majority of the over one million residents.

Seafarers visiting this city will first notice the 75 percent Chinese population and will contrast this fact with the western atmosphere and British influence in the center of the city.

The city was settled early in the 19th century by a man named Raffles, who was looking for a site to locate the East Indies Trading Company. The name Raffles is still honored in the city, with Raffles Place, the Raffles Hotel and various other buildings and sites around the city bearing his name.

A seafarer with time on his hands in Singapore has many ways to enjoy the several recreations provided for the occupants of the city and those especially instituted for the seaman by the city government.

A short walk from the docks, across the Cavenagh bridge to the northeast of the waterfront is the Raffles Hotel, where seafarers of many nationalities gather to enjoy a cool, relaxing drink.

Another spot of interest to the Seafarer is to the south of the docks on Anson Road, where the Connell House is located. Provided especially for seamen, the Connell House provides movies, bar, restaurant, library, billiards-room and accommodations. Twice monthly dances are arranged, with partners provided by The Mission to Seamen (a tie should be worn).

Located near the docks is Raffles Place, which faces on Change Alley and Collyer Quay where the seafarer can haggle over prices of trinkets and souvenirs.

The seafarer is warned, however, about the possibility of dishonest merchants cheating the tourist to the city with inferior goods. A tourist must also be wary of transportation costs. Taxis, as well as buses and trishaws are available. The cost of a taxi is 40 cents per mile and should be equipped with a meter. Be certain you fix the price of renting a trishaw in advance; the normal rate is 40 cents for 15 minutes time.



Seafarers sailing on Isthmian ships are regular visitors to the port of Singapore. The Steel Worker, above, is shown docking to unload a cargo of textiles and machinery.

Virginia Ports Report Sharp Rise In Shipping

NORFOLK—Ports across Virginia are showing a sharp increase in ship movement totals and overall volumes of foreign trade for the first quarter of this year, the Virginia State Ports Authority reported.

Vessels arriving at Hampton Roads rose from 1,379 for the first three months of 1963 to 1,494 for the similar period this year, a rise of more than eight percent.

Foreign general cargo commerce was up 22.5 percent across the state, as compared with last year's totals. Exports showed a 26.6 percent increase and imports were 18.1 percent higher. The total foreign bulk and general cargo trade for all Virginia ports was up 20.3 percent for the first quarter of 1964, with total tonnage at 10,554,317 tons.

The value of Virginia's foreign trade went up 24.1 percent to a value of \$357,291,693 for the first quarter of this year. Hampton Roads ports handled commerce of 10,470,918 tons, worth \$352,148,770. The Hampton Roads tonnage rise amounted to 1,781,951 tons, with exports up 22.4 percent or 1,644,271 tons, and imports up 9.7 percent or 137,680 tons.

Export tonnage of state ports totaled 8,995,730 tons in the first quarter, with 7,992,631 tons comprising coal and 698,378 tons making up grain and soybeans moved through Hampton Roads. Import totals were 1,558,587 tons, of which 1,021,061 tons were petroleum and 280,883 tons were ores and gypsum.

Cargo Preference Tightening Urged

WASHINGTON—Representative Edward A. Garmatz (D-Md.), charging that government agencies, including, most notably, the Agriculture Department, have "done everything possible to bypass the Cargo Preference Act," has welcomed the tightening up of the regulations of the act.

Garmatz, who is the ranking member of the House Merchant Marine and Fisheries Committee, called the additions to the law "necessary and vitally important."

The new regulations now being considered by the General Services Administration cover the procedures and policies to be used by government agencies in moving cargoes covered by the act. The GSA is holding up approval of the changes until it consults with other federal agencies on their views about them.

Included in the regulations is a requirement that each federal agency using the Cargo Preference Act "establish and maintain a register to reflect adherence to the act."

"Such registers," the proposed regulations say, "shall contain pertinent details of the shipments, including, but not limited to, the origin and destination of the shipments, commodity descriptions, and gross weight maintained separately by category of vessel."

"Registers shall be maintained on a current basis and organized so that adherence to cargo preference can be ascertained at all times."

Neglect and abuse of the act by federal agencies has been a sore point to the maritime industry, which has seen too many government-backed cargoes find their way into foreign bottoms.

The proposed regulations also

FOR ALL MAIL TO SIU HEADQUARTERS, OR TO THE LOG USE ZIP CODE NUMBER 11232 AFTER ADDRESS

S.I.U. 675 Fourth Ave. Brooklyn, N.Y. 11232

THIS WILL SPEED MAIL DELIVERY AND PROCESSING.

Employer Finds 'Work' Laws Represent Step Backwards

PHILADELPHIA—The industrial growth of states that have adopted so-called "right-to-work" laws has "gone backwards," Abraham Savitt, executive director of the Philadelphia Apparel Producers Association, declared in a warning prompted by the efforts of a Washington-based management group to enact such legislation in Pennsylvania.

"The claims made by advocates of this law that it would bring industry to these states has proved to be false," he added. "Neither has it prevented work stoppages."

Pres. Johnson in seeking reelection has taken a strong stand against "work" laws and the Democratic platform pledges repeal of that section of the Taft-Hartley Act which authorizes them.

In direct contrast, Sen. Barry Goldwater, the Republican presidential candidate, introduced a national so-called "right-to-work" law in the present Congress and has consistently urged state laws that would destroy collective bargaining.

"I believe that collective bargaining has proven to be one of the best and most democratic systems in our great country—it is the American way," Savitt said in a statement made public by the National Council for Industrial Peace, which was founded by the late Mrs. Eleanor Roosevelt and the late Sen. Herbert H. Lehman to oppose "R-T-W" in the public interest.

Savitt said that as a representative of management in the second largest industry in Philadelphia, and also a "very important" industry in Pennsylvania, "I am definitely opposed to the so-called 'right-to-work' law."

"I have been a student of labor-management relations and collective bargaining for many years

and I find there is no need for a 'right-to-work' law," he said.

"The system of collective bargaining that has prevailed in the United States whereby management and labor can sit across the bargaining table and iron out

their differences and solve problems... gives each side the right and opportunity to present their grievances and settle them.

"If, by law, this system is disrupted, labor and management both will be the losers."

Second Freighter Acquired By APL

SAN FRANCISCO—The SIU Pacific District-contracted American President Lines has purchased another freighter for use until it takes delivery on three carginers which are still being built. The freighter, a C-2 type formerly called the Gulf Shipper, joins the APL fleet as the President Harding.

The Gulf Shipper, in service under its former owners between Gulf and South American ports, is the second freighter acquired by APL in recent months. In June, APL bought the C-3 Hawaiian Educator from SIU Pacific District-contracted Matson Navigation.

Under the APL flag, the President Harding will operate between West Coast ports and Japan, Korea, Okinawa, Taiwan, Hong Kong and the Philippines. The need for the second freighter was brought about by the retirement from service of the liner President Hoover.

After undergoing routine dry-docking in this port as well as

inspections and modifications to fit her to the Pacific trade, she will be placed into immediate service.

APL now has three Master Mariner type carginers on order or under construction in West Coast shipyards. The President Polk, first of the three, will be launched next month. She will be followed by the President Monroe and the President Harrison.

Company officials say that the three 23,000 ton vessels will be among the fastest, largest and most highly automated in the United States merchant fleet. Built at a cost of \$37 million, when they join the APL fleet they will bring to 13 the number of cargo vessels entering service with the company in the past ten years. The APL fleet now totals 24 vessels.

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

By SIDNEY MARGOLIUS

Cost Of Living Shows Upswing

Led by food and housing prices, your family has to cope with higher living costs this fall, except for appliances and clothing which are still selling at relatively low prices.

The price problem calls for close attention to selecting the better values, particularly in food. The Dun & Bradstreet wholesale food index recently hit its highest levels of the year. This is a warning of higher food prices from now until winter. The recent rises in the cost-of-living index already have pushed living costs to a new high plateau, and have wiped out at least a little of the benefit you got from this year's tax cut.

As well as food, a number of durable commodities are moving into a price upswing that can affect the prices of many goods you buy. Especially noticeable is the sharp upswing in copper prices.

Higher prices of copper and other metals used in housing affect home building and renovation costs, and the cost of housing already is the most serious living-cost problem. Joseph P. McMurray, Chairman of the Federal Home Loan Bank Board, reports that the average selling price of a new house has gone up \$1,500 in the past year to a new current average of \$23,474. This means the average worker can't afford the average new house being built today. In fact, he can afford just about half of one of these new dwellings. The usual yardstick is that you can afford a house about 2½ times your annual income. On an income of \$5,000 a year (typical industrial wage today if you work all year), you can afford a house priced at about \$12,500.

Here are suggestions for coping with this fall's high housing and food prices:

HOUSING: There are four trends that can help moderate-income homeseekers:

1—Mortgage interest rates have dropped to the lowest point in recent years. The lower rates generally in existence today are one of the real achievements of the Kennedy-Johnson Administration on behalf of consumers. Average mortgage rates now are 5 and ¾ percent for new homes, and a little under 6 for older houses. In some areas, especially the West Coast and South, rates are higher. But in New England, the East and the Midwest, rates usually are less. Both interest rates and closing fees tend to be lower at banks than at savings and loan associations, which often assume the longer, and in some cases, the riskier mortgages.

The three kinds of mortgages usually available to you are "conventional," FHA and V.A. In FHA and V.A. mortgages, these agencies insure the lender against loss, but as with the conventional type, you

arrange the mortgage directly with local lenders. In the case of development or tract houses, the builder already may have obtained an FHA commitment or V.A. appraisal.

Sometimes your choice of which kind of mortgage may be restricted by the availability of the different types locally, or by a builder's insistence that you use the type he has arranged for. When there is a choice, which kind you seek may well depend on the amount of down payment you can put up, and how much you can pay each month. On conventional loans, the repayment period often is shorter—usually 20-25 years, depending on the lender. Too, a larger down payment usually is required, often 10 to 25 per cent.

An FHA mortgage can cover up to 97 per cent of the first \$15,000 of FHA-appraised value, plus 90 per cent of the next \$5,000, and 75 per cent of any remainder. A V.A. loan, still available to some war veterans, can cover up to 100 per cent of appraised value. Either type allows up to 30 years to repay, and up to 35 on FHA, if the house was FHA or V.A.-inspected during construction.

On FHA and V.A. mortgages, lenders may charge no more than the maximum set by the government (although there may be a variation in some extra fees such as closing costs). The current FHA rate is 5¼ per cent plus one-half of 1 per cent for FHA insurance guaranteeing the lender against loss, or a total of 5 and ¾ per cent. The V.A. rate is 5¼ per cent.

2—Another help to homeseekers is provided by the 1964 Housing Act just signed into law by President Johnson. Among other benefits, the Act provides for direct home loans to the elderly, as well as for farm housing. The Act also provides for home-improvement loans at an interest rate of only 3 per cent for low-income families in urban renewal areas, to bring their homes up to local standards.

3—Another help is that while prices of new houses are still climbing, prices of older houses have leveled off.

4—For renters, one help is that an over supply of new apartments has developed in some cities—not a real oversupply but an oversupply at the current high asking prices. The result is that more concessions are being offered in the new buildings, and rentals in older houses are being pushed down.

FOOD BUYING CALENDAR: The major price problem is protein foods. Turkeys are the buy of the month. They are in especially heavy supply this fall. Among red meats, beef, although it has gone up, still offers some relatively good values. Cheese is in heavy supply, and can be used to substitute for or supplement meat in many savory dinner dishes.



Shipboard

By Fred Stewart & Ed Mooney
Headquarters Representatives

Seafarers Take Pride In Work

Every member of the SIU has heard of the old saying: "The things we do best are the things we like to do best." These words were spoken by some old philosopher years and years ago, but today, we, in the SIU, would rephrase them like this: "The things we do best are the things we like best to do and do better with proper, suitable tools and necessary equipment."

Even the youngest Seafarer, who has only made one trip, knows that the best way to do a job on board ship is to have the proper knowledge, the proper interest and the proper tools.

No one can deny the importance of these requirements if a job is to be performed in the excellent traditions of the SIU. The necessity of appropriate tools and equipment is obvious to anyone who has ever done a lick of work—whether on sea or land.

Can you imagine a doctor at work without his stethoscope? A fisherman without rod, reel, hooks and bait or a carpenter without saw and hammer? We could give endless examples, but the lesson is obvious.

Every Seafarer on each and every ship which sails under a SIU contract, should—and does—have adequate, safe working gear and clothing of good quality. This is a requirement that every SIU official will insist upon until the last ship sails.

These requirements are the essential factors that fulfill the basic needs of a seaman in the successful performance of any given task. And, since they are so basic to the work from which we make our living, their importance cannot be ignored if our society is to continue to progress and prosper.

The significant thing to realize is that a man's worth is based upon the knowledge and experience with which he does his job, the willingness he displays in its performance, the actual results of his work, as well as his use of adequate working gear.

An important point which every Seafarer who is aiming at better conditions and wages should never forget is that: No one must ever expect more wages than he is worth—or more than he can produce.

Keeping this in mind, it should be obvious to every SIU man, young or old, to perform his duty productively.

We all know that we have the right to demand the money which our services are worth. On the other hand, an employer sometimes feels that he has the right to offer less than what we consider a just wage.

The actual wage which we get paid, consequently, is somewhere between what we have asked for and what the employer has offered. The precise figure is usually arrived at as the result of hard bargaining by experienced Union representatives. The point to remember here, is that collective, not individual bargaining, is the method through which a settlement is reached on the money we collect on payday. This is the traditional method used by all labor unions at the bargaining table.

Never let it be said that anyone can deny the professional seaman, equipped as he is with the long experience and knowledge of his work, his interest and pride of accomplishment and appropriate tools, the monetary rewards which he so justly deserves.

Even though the Union never lets anyone remain in doubt for long when it comes to making our reasonable demands known, there are still a few operators around who will stoop to anything in their attempts to combat our efforts. For instance, the few scattered performers in the industry (who number no more than are tolerated in any other line of work) are regularly mentioned by these individuals every time the Union makes a demand for more money.

This age-old dodge is nothing more than an attempt by employers to put their workers behind the eight-ball when contract negotiation time rolls around. Sometimes this phony argument is used by management as nothing more than a subterfuge to evade the facts or to save them the trouble of making an out-right denial of our requests. We have shot these ridiculous charges full of enough holes to sink a battleship in the past, and, you can be sure, we will continue to shrug them right off the bargaining table in the future.

Every responsible ship operator in the industry knows that the SIU represents the best trained, best equipped, best self-disciplined, well conducted and healthiest seamen in the world.

This is true because the SIU has traditionally been considered a great and militant union by everyone in the country—both in and out of the maritime industry.

It would be a matter of great shame if we dropped our high, professional standards to the point where anyone could consider us in terms other than these.

Says Barges Hold Key To Area Growth

WASHINGTON — The nation's inland barge industry will thrive as long as river valley residents remember that water carriers are the key to industry expansion, the American Society of Traffic and Transportation was told recently by Capt. Donald T. Wright, editor of Waterways Journal.

"Railroad competition will not hurt the barge industry," he said, "as long as the people of the river valleys understand that the barge lines are the geese which lay the golden eggs of industrial expansion."

Bulk Cargoes

Speaking at the annual meeting of the Society, Capt. Wright said: "Industry in this country—or anywhere else for that matter—will not readily spend substantial sums for industrial manufacturing expansion unless they have both rail and water transportation available."

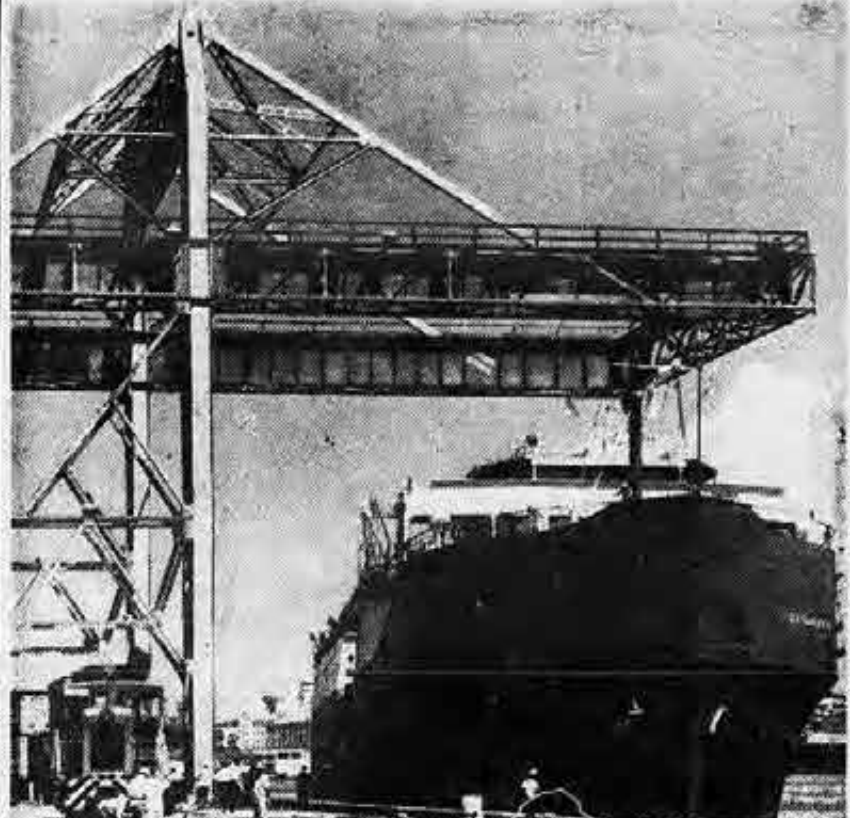
"They use water carriers for hauling large quantities of bulk materials and railroads for fast delivery, but they want to be sure of water-compelled railroad rates."

The editor said that competition with barge lines has not apparently hurt the railroads, but did not mention the effect on water carriers of railroad rate cuts. He pointed out, however, "the barge lines are able to produce transportation far more cheaply than any means of transportation which pushes, pulls or lifts on land."

Low Bridges

In another important part of his address, Capt. Wright issued a call for caution in planning bridges across inland waterways. He asked that such bridges not be built so low that they obstructed waterway traffic.

"We should not foreclose the ability of whole regions of the country to compete by closing off rivers with shortsightedly low bridge clearances," he cautioned.



The giant 125-ton crane, recently installed by SIU-contracted Seatrain Lines at its new San Juan terminal, straddles the Seatrain New York as it prepares to begin unloading operations. The crane is capable of lifting cargoes weighing as much as a quarter of a million pounds at a time, as well as railroad box cars.

Giant Seatrain Crane Aids Cargo Handling

SAN JUAN—A huge 125-ton crane at SIU-contracted Seatrain Lines' new terminal in the harbor here has speeded up cargo operations by permitting the unloading of railroad box cars as well as trailer truck containers.

The giant piece of machinery, the biggest dockside crane in Puerto Rico, can handle heavy industrial cargoes weighing as much as a quarter of a million pounds at a time. The crane is part of Seatrain's \$1.6 million terminal which is located on the Isla Grande in San Juan Harbor. The island's newest marine terminal has been in operation just over a month and has four miles of railroad track. Its marshalling yards can handle up to 220 railroad cars at a time.

Seatrain has been operating its Puerto Rican service for over a year, but had been limited to handling only trailer truck containers by the facilities previously available. The new terminal adds railroad cars, large-sized sealed containers, liquid cargo in tanks and heavy industrial equipment to the shipments which the company can handle.

With the addition of the new facilities, the shipping company is offering an expanded schedule of two sailings to Puerto Rico every week.

Beef Box

(Continued from page 10)

cleaning or making repairs therein, the watch on deck during straight time hours shall be paid at the rates of \$2.24 per hour for those ratings receiving a basic monthly wage of \$357.47 or below; \$2.28 per hour for those ratings receiving \$364.50 but not more than \$416.07 and \$2.33 per hour for those ratings receiving \$424.07 or above. On Saturdays, Sundays and Holidays or between the hours of 5 p.m. and 8 a.m. weekdays, the rates for such work shall be \$4.47, \$4.57 and \$4.65 per hour respectively, dependent upon the monthly wage ranges specified above.

Three hours overtime at the rate of \$2.24, \$2.28 and \$2.33 per hour respectively, dependent upon the monthly wage ranges specified above, shall be paid for this work in addition to the overtime actually worked, provided however, that these three (3) hours overtime shall be paid only once when tanks are being cleaned on consecutive working days."

In submitting questions and work situations for clarification, delegates and crews are reminded once again to provide as much detail as possible setting forth the circumstances of any dispute. Besides those mentioned, some of the members who were sent clarifications on various subjects during the past few days included the following: William E. Thompson, Ridgefield Victory; E. Lane, Whitehall; L. P. Hagmann, Aldina; Augusto P. Lopez, Steel Artisan; Norwood E. Gene, Del Alba; John Pennel and Antonio Alfonso, Sea Pioneer.

Rightwing Programs Spark Protests By Montana Labor

HELENA, Montana—A fruitless appeal to Montana radio and television stations to provide their audiences with alternatives to a mass of radical-right programs has led the Montana State AFL-CIO to ask the Federal Communications Commission for assistance.

James S. Ueber, executive secretary of the state federation, has asked the FCC to help obtain a balance to the right wing radio and television programs now carried throughout the state with "practically no opposing viewpoint presented."

Fairness Doctrine

Ueber said his request was being made under the provisions of the FCC's "fairness doctrine," which requires broadcasters to maintain fairness and balance in their programming.

For nearly six months, Ueber stated, attempts were made to discuss with radio and television station the highly controversial views broadcast by right wing extremists. The Montana State AFL-CIO received only "stalling and delaying" replies, he said.

"Stations which carry these programs without any programs presenting and opposing view do not provide a balanced viewpoint to their listeners," he stated.

Ueber said that in addition to

unsuccessful correspondence and visits, some station managers even refused to disclose whether they carried radical right programs.

The appeal to the FCC included the names of five nationally-broadcast radical-right programs which account for nearly 100 quarter hours each week over 18 of the state's 36 radio stations. These 18 stations are within the listening area of virtually the state's entire 700,000 population.

The radical right broadcasters cited were: 20th Century Reformation Hour with Carl McIntyre; Christian Crusade with Billy James Hargis; Lifelines; Manion Forum and America's Future with R. K. Scott. Nationally, these programs account for much of the 6,000 radical-right broadcasts made each week.

Ueber told the FCC that the Montana AFL-CIO had unsuccessfully offered to stations "Montana Looks to the Future," a once-a-week, 15 minute public service program, produced in Missoula,

Montana and featuring experts on such issues as the educational needs of the state, Indian affairs and government-participating health care programs.

Ask Time

Pointing out that the labor-offered programs would provide far fewer than the present outpourings of the radical-right, Ueber asked the FCC to help achieve "at least some dilution of these straight opinion programs."

At issue is not a particular attack on organized labor, though there are many, Ueber told the FCC, but rather the extremely reactionary viewpoint on a broad range of issues regularly presented with no similar programming of a liberal viewpoint.

The FCC appeal by the Montana State AFL-CIO has received the unanimous support of all local central bodies and was undertaken following a special meeting of all state labor affiliates during the state convention in August.

Submerged Booty Off Florida Brings Treasure Hunt Boom

TALLAHASSEE, Fla.—Seafarers look beneath you into the waves! The people who know estimate that there is about \$400 million worth of various kinds of treasure holding down the ocean's floor off the coast of Florida. The hoards of gold doubloons, jewels and precious metals represents the spilt milk of three hundred years of conquest and exploration — mainly by the Spaniards, but by others also—in Latin America and the Caribbean.

The treasure got there as the result of ship wrecks and messy pirates who, too often, allowed their prizes to sink away by pouring one too many cannon balls into them. A good part of it came from the fabulously rich cargoes of a fleet of homeward bound Spanish merchantmen that foundered in a violent storm off Florida's coast 300 years ago.

For generations fortune hunters have dreamed about dredging up some profitable part of the ocean's haul. Bits and pieces have been brought up, but just enough to tempt others. In olden times, treasure seekers had to rely on some-

times vague maps and hit-or-miss hunting, so that they usually returned disappointed. The machine age brought automation, however, and hunting methods have become more refined and, correspondingly, more profitable.

Just several weeks ago, Real Eight, a Vero Beach-based treasure-seeking corporation latched onto a haul estimated at more than a million dollars. They had an investment in equipment of \$150,000 just to do the looking and hauling.

About \$1.8 million has been pulled up from the offshore Florida bottom in the past two months alone. Real Eight, meanwhile, is continuing its dredging in a shroud of secrecy reminiscent of the A-bomb project. Besides competitors, they are, it appears, a little anxious about the Florida state government.

And here, for all potential treasure-seekers, lies the rub. Florida demands 25 per cent of any haul brought up from Davy Jones locker. And the state's officials are tiffed because they have not been receiving it.

Except for licensing salvaging firms, the state has little control over them, with the 25 per cent—which amounts to \$400,000 already—coming into the state treasury on an almost voluntary basis.

The last time the state looked into a treasure haul, it assigned to the task a state trooper and

two employees from the state auditing department. Though sincere, the trio could hardly tell a piece of eight from a doubloon since they lacked the necessary expertise.

Now, with the treasure business on the upswing again, Florida has hired a treasure seeker of its own. He is Claude Clausen, a Gainesville archeologist. His job will be to go around examining other people's treasure and extracting the state's cut. He will have to know his business since many of the coins and articles found are worth many times their intrinsic value, and he will have to be able to tell their real worth.

He will start work by looking over two salvage operations now going on, one on the Gulf side of the Florida peninsula and the other on the ocean side. If treasure hunters fail to give him cheery welcome when he shows up it will be understandable. Meanwhile, the great salty coin collecting hobby is booming in the sparkling waters off Florida.

See No Relief In Sight For Tanker Excess

Excess capacity, a major problem of tanker operators, will be around for at least another three years, according to a survey taken by a London maritime research group.

The main reason for the imbalance between the total number of tankers and the world requirements for oil shipment is given as the continuing upswing in tanker building, which over the past years has exceeded the need for oil carriers.

The survey, covering the years 1963 to 1967, was issued by Independent Sea Transport Research, Ltd. The result of the excess capacity, the survey said, will be a generally weak freight market for tankers. The survey has dimmed year-old hopes that the tanker section of the maritime industry was on the verge of reaching a balance between the laws of supply and demand.

One of the chief reasons for the steady growth in the size of tanker fleets has been the low prices offered on new vessels by the world's shipyards. Many tanker owners simply cannot resist the bargains being offered by the shipbuilders. As an example, an order was recently placed for a large tanker with the cost at a modest \$92 per deadweight ton.

Since 1963, when some observers predicted an evening-out of the tanker situation if building were kept within necessary limits, new orders for tankers have reached a whopping 12 million deadweight tons.

Taking such factors as tanker orders on hand and estimates for oil demand, the study found that there will be a tanker cargo potential of 942 million tons in 1967, with only about 898 million tons of oil having to be transported.

Tanker operators, it is said, have learned to live with the excess capacity problem where they can afford to. The major oil companies, of course, benefit from the problem since it tends to keep rates low.

Discover Fish Unharmed By Radiated Diet

BOULDER, COLO.—There apparently is no significant biological change in fish that have been fed relatively large amounts of radioactive substance, it was disclosed in experiments at the General Electric's Hanford Laboratories here.

The experiments were described by Dr. R. E. Nakatani, manager of aquatic biology at the laboratory, in a presentation to the Ecological Society of America.

Groups of trout were fed zinc-65 daily, explained Dr. Nakatani, over a four-month period and actually had a faster growth rate than those fish that did not receive the zinc-65—and there was no change in blood or tissue.

He said that trout with more than 10,000 times the amount of zinc-65 observed in Columbia River fish showed no apparent change in behavior during swim tests.

Canal Study Gets Okay From House

WASHINGTON—The House has passed, by a vote of 320 to 23, a bill authorizing \$17.5 million for a study of a new sea level link to replace the Panama Canal. The House bill, passed September 1, is considerably different from a measure approved earlier by the Senate.

The principal criticism of the bill came from Representative H. R. Gross (R-Ia.), who felt Congress should be certain of the legality of the possible use of nuclear energy to help dig the new canal. The limited nuclear test ban treaty of 1963, Gross said, might bar any atomic-digging of the waterway.

The House version directs the President to appoint a five-member civilian panel to study the project. The bill would require the panel to complete its study and make its recommendations to the White House and Congress by mid-1968.

The Senate bill would create a seven-member panel, including the secretaries of State and Army and the chairman of the Atomic Energy Commission, and would let the study run until early 1968.

The Johnson administration has supported the study for a new canal. The support is based on recognition of the problems with Panama over the existing canal and the belief that the existing canal will reach the end of its economic life by the end of the century.

Blast Navy On Foreign Boat Order

BROOKLYN—Navy Yard workers, angered by a \$6.3 million deal the Navy Department has made with Norway for the construction of patrol boats, have wired their protest to President Johnson. The contract, announced in Oslo, had an especially telling effect on the workers since it coincided with the layoff of another 94 skilled shipbuilders in the Yard.

The Brooklyn Metal Trades Council, AFL-CIO, which represents the 9,950 workers at the installation, asked in the wire why the work was sent overseas when "these vessels could have been built in the Brooklyn Navy Yard or any other of the Navy yards, all of which are desperately seeking more work to avoid closing or cut-backs."

James Dolan, president of the BMT, also charged the Administration with "promoting prosperity in Norway and poverty in Brooklyn." He said the Norwegian order could have provided four years work for the workers who were laid off.

The Yard is planning to dismiss another 77 workers by October 8. All the men laid off, Dolan said, are family men, some with 30 years of government service.

The agreement with Norway calls for the construction in that country of eight, 80-foot torpedo boats for the Navy.

Commenting on the deal and the layoffs, New York City Labor Commissioner Louis Brodco forecasted despairingly that the Brooklyn installation "was doomed to close under present Naval procurement policies."

He warned that if the Yard did close it would mean a \$1 billion loss to business in the city and the area around it.



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. E. Splot 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)

'Hot Cargo' Stand Upheld By NLRB

WASHINGTON—Building trades unions may lawfully use economic force to seek agreements with prime contractors that they will use only union subcontractors on construction jobs, the National Labor Relations Board has ruled in a reversal of prior board rulings.

President C. J. Haggerty of the AFL-CIO Building & Construction Trades Dept. hailed the ruling as one upholding the department's position in a legal dispute over picketing. He said the decision showed "courage" because "it is a rare thing for the NLRB to admit error."

The ruling, Haggerty said, will "give real meaning to the enactment by Congress permitting the building trades to seek agreements requiring prime contractors to take on only union subcontractors." It will, he said, "protect our union security" and stabilize the construction industry.

The decision involves the Northeastern Indiana Building & Construction Trades Council, eight of its affiliated local unions, and Centlivre Village Apartments, a \$7 million construction project in Fort Wayne, Ind.

A trial examiner ruled in February that picketing by the unions at the job site, where a subcontractor was working with members of an unaffiliated union, violated Sec. 8(b) (4) (A) of the

Taft-Hartley law in light of NLRB doctrines set forth in the Colson and Stevens case, decided in 1962.

The board's opinion in Colson and Stevens was that Congress intended to legalize voluntary agreements on contracting at construction sites but that the use of economic force to compel an employer to enter into a "hot cargo" agreement violated the law.

Since the ruling, the U.S. Court of Appeals in three separate circuits has ruled the board was wrong, holding in one leading case that "secondary subcontracting clauses in the construction industry are lawful under the proviso to Sec. 8(e), and economic force may be used to obtain them."

All five board members, in the Northeastern Indiana case, reached this conclusion; in view of the unanimous court rejection" of the Colson and Stevens rationale, the board has "re-examined its position and now agrees with the court interpretation." Therefore they overruled that portion of the former decision on which the examiner relied and dismissed his finding that the unions violated one section of the law.

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

I would like to receive the SEAFARERS LOG—
please put my name on your mailing list.

(Print Information)

NAME

STREET ADDRESS

CITY ZONE STATE

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS

CITY ZONE STATE

Hastings Crew Takes Coffee Break



Crewmembers of the Hastings (Waterman) relax from their duties for awhile to enjoy a good cup of coffee from the galley and to chew the fat before returning to their jobs. Pictured above are (l-r) Pete Kardonis, Bos'n; James Bush, deck maintenance; and John Bertte, deck maintenance. The picture was taken aboard the Hastings by ship's delegate Richard Bloomquist.

From the Ships at Sea

SIU crewmembers who were sailing on the Rio Grande (Oriental Exporters) when the ship went to the rescue of the failing Greek liner Lakonia in December last year, have received a special bonus from one of the passengers of the ill-stricken vessel.

According to Hugh D. Curran, ship's delegate of the Rio Grande, the Captain recently gave them a tape recorder, for the crew's use, which he said was a gift from a doctor who was aboard the Lakonia during the rescue. The crew is quite happy about this, Curran says, and he notes that there are still seven men aboard who took part in the rescue operation.

The Captain of the Del Aires (Delta) has asked the cooperation of the crew in keeping the ship a safe vessel by reporting every injury, no matter how small, says Basile (Tiny) Palazzo, ship's dele-

meeting was made to have an air conditioner installed in the crew's messroom so they could at least eat in comfort.

T. A. Jackson, meeting chairman aboard the Seamar (Calmar) reports that the crew recently dug into its pockets and donated \$1 apiece to have the television set repaired at the next port. At the same time he reported the washing machine needed repairs. Both of these items were taken care of quite satisfactorily, he added.

A scarcity of keys for lockers and rooms has been plaguing the Gateway City (Sea-Land) because the men keep forgetting to leave the keys behind after payoff, says ship's delegate Joseph Righetti. As an added incentive to leave the keys behind, the mate is asking each man to "donate" \$1 to the key fund, which will be returned when the key is returned.

Many Seafarers aboard the Summit (Sea-Land) are worried about their clothes not being clean enough, and have asked that the agitator in the crew's washing machine be replaced. They think it really needs it, says meeting chairman F. T. Di Carlo.

Always appreciative of good service and fine cooking in the SIU manner, crews are always ready to show their appreciation to the steward department. Gal-

ley gangs aboard the following ships have been given kudos by their crews: Chatham (Waterman); Floridian (South American and Caribbean); Columbia (US Steel); Seneca (Marine Carriers); Halcyon



Panther (Halcyon); Andrew Jackson (Waterman) Midland (Clear Water); Del Monte (Delta) and San Juan (Sea-Land).

The crew aboard the Steel King (Isthmian) is up in the air, or rather off the air, these days because of the long hours in which Sparks operates his ham set. Seems to cause so much static that no one else aboard the vessel can listen to their radios, says Clyde Parker, ship's delegate.

The two electricians aboard the Halcyon Panther (Halcyon) did a magnificent job in rebuilding the recreation room, says meeting secretary Frank Kustura, and the crew showed its appreciation for the work during the good and welfare section of a shipboard meeting by giving them a heartfelt vote of thanks.

Again the troubles that revolve around shipboard washing machines have arisen, this time aboard the Robin Sherwood (Robin Lines). The crew has been asked to cooperate in seeing that the natives in Beira did not use the machine while the ship was in port there. The brothers were also warned not to overload the machine themselves, David Smith, meeting secretary reports.

H. K. Pierce, meeting chairman aboard the Transindia (Hudson) reports that the galley gang recently went on an economy drive centered around the request for a new grill and a slicing machine. They feel they can do a very good job of cutting expenses this way.

In an all out effort to prevent yawns and red eyes of men going on watch, the crew of the Alcoa Runner (Alcoa) has been asked to keep the noise down in the passageways as much as possible. They were reminded that at all hours of the day or night there is someone asleep who needs his rest, says Charles E. Turner, meeting secretary.

Seeing Europe On SIU Pension

To the Editor:

I want to thank the SIU for all it has done for me since I retired. For the first time I have really been able to see Europe. Right now I am visiting at the Ostseebad-Geamite on a holiday in West Germany. I am spending ten days here and it has only been made possible for

Family Thanks SIU For Check

To the Editor:

My wife and I wish to take this opportunity to send our thanks and very deep gratitude for the financial assistance extended to my father during his recent stay in St. Vincent's Hospital, Staten Island, N.Y.

We will always be grateful for the checks that were sent to help us out of a situation that was made easier by the helping hand of SIU.

Walter Gustauson

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.

me by the SIU and the pension I get through the SIU Welfare Plan. I am really glad to say that I have been and still am a member of this wonderful Union.

Charles J. Grant

Family Thanks SIU Ship Crew

To the Editor:

The family of Jan V. Rooms would like very much to express our sincere and heartfelt appreciation for the donation that was given to us by the crew of the S.S. Colorado, Voyage 8. With this money a beautiful wreath was sent to Belgium and placed upon the grave of Jan's mother, Elizabeth Rooms.

The Rooms Family

Asks Visitors While Laid Up

To the Editor:

I just wanted to say a big hello to all my old shipmates in the SIU. I've been laid up in Colbert's Nursing home, 2445 Esplanade, New Orleans for the last few months. I'm gradually recovering after a stay of many months at Marine Hospital. The medics tell me I'm coming along nicely, but I'm still an outpatient. They've got me coming into the clinic there twice a week for treatment and exercise.

Even though I have a lot of trouble getting around, I'm really showing these nursing home people that it takes more than a couple of sawbones and nurses to stop an old time SIU man like me.

I sure do hope that any of my former shipmates in the New Orleans neighborhood come over and pass a little time with me. I would really appreciate seeing some of those old faces again.

In closing, I want to wish for smooth sailing and pleasant voyages for the SIU and all its members everywhere.

Dusha "Spider" Korolla



gate. He also asked the crew to continue with their safe practices and to keep accidents at a minimum.

The crew of the Steel Maker (Isthmian) has been very pleased with the service it has been getting from the galley gang as of late and singled out the two messmen as being the target of their praise. According to ship's delegate Fred Tampol, messmen Duffy and Sepata were given a special vote of thanks by the crew during the good and welfare section of a recent shipboard meeting.

Crewmembers of the Northwestern Victory (Victory Carriers) have been having some trouble remembering their watches while relaxing in the crew's lounge, reports meeting secretary Edward J. Wright, and for this reason have asked that a clock be installed. They probably want to know when to quit relaxing and go to bed.

During the good and welfare section of a recent shipboard meeting aboard the Del Sud (Delta) a motion was made and unanimously passed to dip into the ship's fund and have the movie machine repaired at the next port. The fellows feel the need for a little diversion in the form of movies, says ship's delegate F. C. Deale.

The crew of the Penn Exporter (Penn Export) would be having a very happy trip, according to Wesley Leonard, ship's delegate, if it weren't for the fact that it is usually too hot to sleep at night. A suggestion at a recent shipboard

LOG-A-RHYTHM:

The High, High Sea

Charles L. Hosler

The rains come down
The winds blow hard
The seas rise high
Ships roll from side to side
Sailors brave live and die
Upon the mighty sea
Upon the mighty sea.

To sail a ship
Through a stormy sea
The open door of heaven
A slight glimpse to see
He is proud to be called
A sailor of the sea
A sailor of the mighty sea
A sailor of the mighty, mighty sea.

A sailor he'll always be
For thus he is meant to be
Take away the sailing names
And not e'en his soul remains
Let him be a sailor
Let his hands rest on the tiller
As a sailor of the sea
A sailor of the high, high sea.



WW II Mishaps Didn't Dampen Sailing Spirits Of Seafarers

After listening to a veteran Seafarer spin yarns about his wartime experiences, a listener often gets the idea that the only way to survive in the business is to have double the nine lives of the proverbial cat. The true-blue SIU man, of course, doesn't spend his time worrying about how many lives he's blessed with. All he knows, is that it will take a good deal more than a mere maritime mishap to make him earn his keep shoreside.

Three SIU members who were recently interviewed in Baltimore are living examples of the typical Seafarer's determination to keep sailing despite previous unlucky trips. Pete Losado, a black gang member, and James Rose, a deck department veteran, are both survivors of disasters occurring during the treacherous World War II period. Lloyd Short, who almost



Losado



Rose

went down with his ship ten years ago, only regrets that he didn't begin his career as a professional seaman earlier.

Death and disaster were the constant companions of the Seafarers on the lonely World War II convoys through the U-Boat infested waters to Russia. Even though they were faced with this threat,



Short

SIU members kept riding the cargo ships that provided our wartime allies with vitally necessary supplies. Losado, who holds a fireman-watertender rating, was sailing on a Waterman ship bound for Murmansk when it was torpedoed by the Germans. The crew abandoned their stricken ship, but were luckily picked up by a Canadian naval vessel.

The torpedoed crewmembers were transferred to another ship which was also heading toward

the Soviet Union. It was three months before they could get transportation to Glasgow, where they were put aboard the Queen Mary for a trip in wartime style to Boston.

Wins Citation

Losado, who is a native of Puerto Rico, is now 63, and has been sailing with the SIU for 23 years. As a result of the World War II incident, he is the proud recipient today of a citation signed by President Harry S. Truman. Now a resident of Baltimore, he expects to retire in two years.

Rose is also a veteran of the U.S. Merchant Marine during World War II. Unlike Losado, he managed to get through the shooting part of the conflict without a scratch. Instead of coming to grief with the enemy, Rose almost was sent to the bottom by the Navy.

"I didn't get hit until the war was over, and then the U.S. Navy came out and did it," said Rose as he recalls his close scrape. Seventeen years ago he was working on a tanker out of Norfolk, bound for New York, when his ship collided with a Navy vessel. "First they hit us on the bow, and then backed off and wacked us again on the stern," he sadly remembers.

By all laws of chance neither ship should have survived the collision. Rose's ship was laden with petroleum, while the Naval vessel was reportedly carrying ammuni-

tion, however there was neither fire nor explosion.

Rose, who lives in Baltimore, has been shipping for 20 years. He has acquired quite a reputation as a designer and builder of model sailing ships. In building his models, he restricts himself to using only discarded dunnage and trash which he finds on deck for his replicas. In the tradition of age-old model craftsmen, he uses tiny pegs whittled from toothpicks, rather than glue.

Lloyd Short is the last of the trio of Baltimore Seafarers who kept faith with the sea despite a serious near-miss some ten years ago. Short was taking it easy while the Alcoa Runner (Alcoa) was crossing Chesapeake Bay "when a Liberty ship came completely through the foc'sle with me in the bunk," as he puts it.

The ship's log said it was a good thing I wasn't in my bunk, but I was," he wryly comments. He remembers that the oiler in his room had three bottles of hair tonic which broke and soaked him thoroughly.

Holding a fireman-oiler's rating before he retired in May, Short originally started out as a railroader. However, the Great Depression made work scarce, and he started sailing in the late 1930's. Now living on his SIU pension, Short lives in Baltimore where he can spend plenty of time gardening, his favorite hobby.

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.

Chief Steward Praises Advancement Program

For some time in the past, Seafarers have heard quite a bit of information from the Union about the Maritime Advancement Program and what it can do for the individual Seafarer. It has promised a bright, better future for those taking advantage of the various services of the program.

Vernon Douglas, however, is a Seafarer who had to see for himself. Douglas, a chief steward, is now singing the praises of the Maritime Advancement Program, and, in a letter to the LOG, has given some very sound reasons for doing so.



Douglas

He attended the Stewards Training and Recertification course offered by the MAP where he learned about the up-to-date methods of the food industry in food storage and also took lessons in

menu and meal planning. He visited large produce houses and meat packing houses to see how various kinds of food are handled.

When he finished, he returned to the sea to help make the ships he sailed become 'good feeders'.

Douglas reveals that since he attended the class, he has received the plaudits of his fellow crewmembers. When he first graduated from the training school, Douglas went to Norfolk and shipped aboard the Henry (Progressive). He says he immediately began to apply his training, and the crew responded with a warmth and gratitude he had not seen in many years. When he left the ship later to take a rest on the shore, he "left the ship in the MAP school's magner—no beefs."

After receiving such a warm welcome on the Henry, Douglas shipped out aboard the Kenmar (Calmar) where he is sailing now. By the end of the first trip he could report smooth sailing in the galley and a vote of thanks from the "Old Man."

But Douglas wants to make sure that everybody knows he is not tooting his own horn. He is just pointing out how effective the MAP training was.

"I am patting the MAP Steward School on the back," he says, "because those two ships were run the way the school taught me."

Douglas is the first to admit he misunderstood the plan when the union first introduced it several years ago. "I thought it was just making more paperwork for the chief steward," he claims, "but it was mainly because I did not really understand what they were talking about."

"The steward school teaches you how the food plan should work as well as many other subjects on how to run a steward department. The chief steward can never know enough about preparing food for a ships crew. The steward training and recertification course offered gives the chief steward a chance to refine his skills and to learn newly-developed methods in food planning and preparation."

The food plan is doing a great job, in serving this purpose, Douglas feels, by giving the chief stewards the low-down on how to make the ships they sail even better feeders.

He also urged everyone that sails with an MAP steward to let the Union, and the other members through the LOG, know how they feel about MAP and how it is working on their ship.

"They put Ranger Seven on the moon—that was progress for the country. They put MAP stewards on the ships—that is progress for the SIU," Douglas concludes.

AFOUNDRIA (Waterman), August 29—Chairman, J. Kennedy; Secretary, R. Morrow. Ship's delegate reported that everything is running smoothly with no beefs. \$6 in ship's fund. Crew requested to keep messroom clean at all times, and to dress properly when entering messhall. General discussion held on ice problem and the crew was asked to be conservative with ice at all times.

FAIRLAND (Sea-Land), September 15—Chairman, John J. McHale; Secretary, Joseph Moody. No beefs and no disputed OT reported by department delegates.

STEEL EXECUTIVE (Isthmian), September 13—Chairman, Ken Cann; Secretary, Star Wells. Ship sailed short one fireman who paid off in Honolulu due to son's death. \$145 was collected and donated by the crew. \$10 in ship's fund. No beefs reported. It was suggested that the men leaving ship should be sure to leave their bunks and lockers clean for the new men.

HASTINGS (Waterman), September 13—Chairman, James R. Boone; Secretary, J. E. Wells. Some minor beefs to be straightened out at payoff. Discussion regarding watchmen in Pakistan and how to keep them out of crew's washrooms, quarters and from using drinking fountain. Vote of thanks extended to the steward department.

DEL NORTE (Delta), August 9—Chairman, James L. Tucker; Secretary, Bill Kaiser. No beefs reported by department delegates. \$96.66 in ship's fund and \$111.90 in movie fund. Brother Reuben Belletty was elected to serve as ship's delegate. Crewmembers requested to dress properly when coming in messhall.

DEL NORTE (Delta), September 13—Chairman, James L. Tucker; Secretary, Bill Kaiser. Few hours disputed OT in deck and steward departments. \$153 in ship's fund and \$429.90 in movie fund. Motion made to have a shower installed in the locker forward of the aft mast table for shore gang and stevedores in Buenos Aires and other ports so as to keep them from using the deck department showers.

SACRAMENTO (Sacramento Transport), September 18—Chairman, John D. Gribble; Secretary, John L. Munnerlyn. Held general discussion. No major beefs reported.

SAN FRANCISCO (Sea-Land), September 23—Chairman, M. R. Nathy; Secretary, S. M. Simos. Ship's delegate reported that everything is running smoothly. This has been a

fine voyage with cooperation from all hands. No beefs were reported. Vote of thanks extended to the deck and steward departments. \$21 in ship's fund.

BIENVILLE (Sea-Land), September 21—Chairman, R. Fisk; Secretary, Juan Cruz. No beefs reported. Everything is running smoothly. Brother D. G. Chafin was elected to serve as new ship's delegate. Discussion regarding mail delivery. Crew claims it is not delivered when it should be.

RAPHAEL SEMMES (Sea-Land), September 23—Chairman, Thomas J.

DIGEST OF SIU SHIP MEETINGS

lanks. Vote of thanks to the ship's delegate and the steward department for job well done.

LONG LINES (Isthmian), September 14—Chairman, Richard Grant; Secretary, Herbert Libby. Crew requested to cooperate in keeping messhall and laundries clean. Vote of thanks to the steward department for fine menus and service.

SPITFIRE (American Bulk), September 13—Chairman, Curtis Nelson; Secretary, Charles Henschke. All repairs being taken care of. No beefs reported by department delegates. Driscoll; Secretary, John J. Naughton. \$7.22 in ship's fund. No beefs reported. Crewmembers requested to return cups to the pantry, and to donate change to the ship's fund.

BELOIT VICTORY (Marine Managers), August 30—Chairman, William Lennox; Secretary, Harold M. Karlson. Discussion regarding water in

PENN CARRIER (Penn Shipping), Sept. 5—Chairman, Donald Hewson; Secretary, C. E. Lee. Brother Thomas J. King was elected to serve as ship's delegate. No beefs reported by department delegates. Vote of thanks to the chief steward, Teddy Kroos, and steward department for a job well done.

FANWOOD (Waterman), Sept. 4—Chairman, K. Winters; Secretary, Sidney A. Garner. No beefs reported by

department delegates. Brother Lawrence Conticello was elected to serve as ship's delegate.

COEUR D'ALENE VICTORY (Victory Carriers), Sept. 13—Chairman, Raynor; Secretary, Powell. Few hours disputed OT in deck and engine departments. Request for ice machine. July 19—Chairman, Raynor; Secretary, Powell. Letter to be sent to headquarters requesting clarification of restriction to ship.

LONGVIEW VICTORY (Victory Carriers), Sept. 12—Chairman, Carl Lawson; Secretary, Robert W. Ferrandis. No beefs reported by department delegates. Brother Mike Burns was elected to serve as ship's delegate.

LUCILLE BLOOMFIELD (Bloomfield), Sept. 12—Chairman, C. L. Moody; Secretary, R. W. Birmingham. \$19 in ship's fund. Brother Arthur Rudnicki was elected to serve as ship's delegate. No beefs reported.

JOHN B. WATERMAN (Waterman), Sept. 19—Chairman, John H. Morris. Secretary, None. Repair lists turned in by department heads. Some disputed OT pertaining to delayed sailing from Baltimore. Everything else seems to be running smoothly in all departments. Discussion held on safety. Vote of thanks extended to deck department watch from Brother W. H. Simmons, steward, for the fine way they kept the messroom and pantry, and thanks to the ship's crew for the fine cooperation.

LA SALLE (Waterman), Aug. 18—Chairman, Jimmie Barlett; Secretary, Claude Garnett. Ship's delegate informed crew of the death of Brother Jose Gonzalez who passed away just before sailing from Brooklyn Army Terminal on August 17. Brother Gonzalez is sadly missed by all his shipmates aboard the La Salle. \$2.80 in ship's fund. Everything is running smoothly in all departments.

SEA PIONEER (Pioneer Tankers), Sept. 19—Chairman, G. Wiles; Secretary, John Pennell. \$7 in ship's fund. Some disputed OT in each department. Vote of thanks extended to the steward department for a job well done.

WACOSTA (Waterman), Aug. 16—Chairman, Charles Johnson; Secretary, Ramon Ferrera. Few hours disputed OT in deck and engine departments. No beefs reported. Vote of thanks extended to Ramon Ferrera for saving a man's life while at sea. Vote of thanks to the steward department and a very good steward. Thanks to headquarters and the LOG staff for a job well done.



AT THE UNION-OWNED & UNION-OPERATED SEACHEST

"Happiest" Crew On Neva West Finds Sailing Always Smoothest

Now and then you will hear Seafarers say as they look at another ship across the way, "We should be on her instead of this rusty scow." Well, you won't hear that kind of talk on the Neva West (Bloomfield), according to ship's delegate Edward "Rocky" Adams.



Edward "Rocky" Adams, ship's delegate on the Neva West poses for the camera after returning to the deck after working aloft in the bosun's chair.



The steward department of the Neva West are all smiles after being told by the rest of the crew that they are the "best galley gang yet." Posing above for chief steward Walter Gies' trusty camera are galley man Louis Kohn; S. C. Kendall, 3rd cook; Charlie Fraustia, 2nd cook and baker; and Robert "Billy" Wells, chief cook.



Members of the deck department of the Neva West for a few minutes from their duties to pose for the "Sleeper" Woolsey, O.S.; Robert "Pinky" McEvoy, 2nd mate; and Edward "Rocky" Adams, A.B. and ship's delegate. Adams is quoted in the story as claiming the Neva crew to be "the happiest you will find."

who work under him as "tops." On the 4 to 8 watch, on which you will find Adams working in his company of AB, he has the pleasant maintenance man; Weldon Smith, "the Sleeper" Woolsey.

The 8 to 12 watch for the deck gang includes "Big Chief" Clark and "Slow Motion" Gardener, both ABs, and Paul "the Bean Pole" Bronold. The 12 to 4 watch crew is made up of Edward "Ski" Zebrowski and Brother Tino, who hails from Texas City, working as AB's, while Monte Pereira is the OS. First class sailors all, says delegate Adams.

The chief mate Mark Deronga is a good officer to work for according to all the hands. He was relief skipper on the last trip, and according to Adams, it was with Deronga on the bridge giving orders to pick up the pilot. Adams says the mate never lost any of his usual steady calmness.

In the engine department, Robert "Pinky" McEvoy, the very capable 2nd electrician, serves as the black gang delegate. His crew working companions as Jay Cohen, the oiler, and D. G. Harrison.

In the steward department, Walter Gise, is the chief steward who runs his department very efficiently. He is ably assisted by

Robert Billy Wells, the chief cook; S. C. Kendall, 3rd cook, and G. L. "Charlie" Fraustia, baker. The menus dished out to the crew have been acclaimed over and over as being the best around.

In fact, good eaters and good chow on the Neva West keep Gise and his men busy dishing out second helpings. Adams claims that he personally eats like a bird—a vulture. It is said among the crew that pantryman "Moon" Mul-len has already worn out two pair of shoes just helping the messmen take the crew's orders.

The weather has been adding to the enjoyability of the trip, Adams reports. But then, they were cruising the Gulf. Now they should be on their way to Northern Europe and they expect it to cool down considerably, just to put it mildly.

And Adams did not neglect handing out praise to the master of the Neva West. He claims that Captain Paul Gennusa is a real joy to work with. He treats all hands equally, Adams says. If you work you don't have to worry, but "if you snooze, you lose."

And that is the story from the Neva West, a happy ship.

Congressmen Heed Advice Of Seafarer

Seymour Heinfling recently had the pleasure of receiving not just one, but three letters from congressmen of his home state of Louisiana.



Heinfling

Heinfling believes that the King-medical care bill, which provides medical care for the aged, is important enough that he wrote to three members of the House of Representatives, giving them his views on the bill, and urging congressional support of the measure.

The Congressman Heinfling wrote to were James H. Morrison, 8th district of Louisiana, Hale Boggs, 2nd district and Willis W. Long, 8th district of Louisiana.

Receives Personal Letter
In return, Heinfling has received a personal letter from each of the congressmen that he has noted assured him they would be taken into account.

Representative Boggs returned Heinfling's compliments in a letter and assured the Seafarer that the plight of the aged and the need for medical protection for the senior citizen.

"Your comments in this regard are most welcome," Boggs wrote, "I am most hopeful that measures to aid older people will be approved."

In reply to Heinfling's letter, Representative Morrison, said he "appreciated hearing" Heinfling's views and "would bear them in mind carefully."

Representative Long also appreciated receiving Heinfling's letter and said that the opinions voiced in the letter "would be given every consideration."

WARRIOR (Waterman), August 22—Chairman, Walter H. Sibley; Secretary, M. B. Elliott. No beefs reported by department delegates. Crew requested to cooperate with steward department at meal times and not come in late.

OCEAN DINNY (Maritime Overseas), Sept. 6—Chairman, Frank Kinski; Secretary, L. D. Pierson. No beefs reported by department delegates. Some questionable OT taken up with patrolman. Vote of thanks to the steward department for good food and service.

CATHY (Marine Managers), Sept. 6—Chairman, James Card; Secretary, Larry Santa Ana. No beefs were reported except for minor disputed OT in engine and steward department.

ALICE BROWN (Bloomfield), Aug. 16—Chairman, Charlie Mazur; Secretary, Joseph P. Lee. Brother James Walker was elected to serve as ship's delegate. Everything running smoothly. Discussion on starting ship's fund.

MARGARET BROWN (Bloomfield), Sept. 6—Chairman, N. Pizzuto; Secretary, E. C. Goings. Most repairs were completed. Brother James Miller was elected to serve as ship's delegate. No beefs reported.

GLOBE CARRIER (Maritime Overseas), Sept. 10—Chairman, J. Meehan; Secretary, W. Barth. Ship's delegate reported that everything is running smoothly. No beefs and no disputed OT.

DEL MONTE (Delta), Aug. 23—Chairman, Howard Menz; Secretary, Albert G. Espaneda. Brother Howard was elected to serve as ship's delegate. No beefs reported by department delegates. Vote of thanks extended to the steward department for getting a new washing machine.

LOSMAR (Calmar), Sept. 5—Chairman, Alfred Hirsch; Secretary, Robert Bunner. \$3.65 in ship's fund. No beefs were reported. Vote of thanks to the deck department for general cleaning of pantry and messrooms while on watch.

PORTMAR (Calmar), Aug. 30—Chairman, A. Daniluk; Secretary, N. Kondylas. Ship's delegate reported that so far things were running smoothly, with no beefs. \$7 in ship's fund.

STEEL SCIENTIST (Isthmian), Sept. 11—Chairman, Angelo Maldonado; Secretary, F. S. Omega. \$10.50 in ship's fund. No disputed OT. Everything is running smoothly. Motion picture furnished in all crew's quarters.

DEL ORO (Delta), Aug. 2—Chairman, Whitley Moyer; Secretary, Francesco F. Fraone. No beefs reported by department delegates. Two hundred dollars voluntary collection was donated by crewmembers to the family of late Union Brother Pat Painter, July 21. \$9 in ship's fund. Brother Jack Brock was elected to serve as ship's delegate. Vote of thanks was extended to the retiring ship's delegate, Brother Joe (Champ) Barron.

PENMAR (Calmar), Sept. 20—Chairman, Roy Nicholson; Secretary, John Marshall. Brother Clyde Clark was elected to serve as ship's delegate. No beefs reported.

MAYFLOWER (Mayflower), Sept. 23—Chairman, Charles W. Cochran; Secretary, W. R. Robinson. Ship's delegate reported that everything is in good shape with the exception of ship's department. Crew would like to know what progress is being made on new contract.

TRANSINDIA (Hudson Waterways), Sept. 7—Chairman, William F. Wiers; Secretary, Daniel L. ... beefs reported by department delegates. Special vote of thanks extended to the ship's delegates, R. ... Also special vote of thanks to the ship's delegates, R. ... Also special vote of thanks to the ship's delegates, R. ...

NORINA (Marine Traders), Sept. 13—Chairman, Tex Jacks; Secretary, Carey. Department delegates requested to turn in repair lists so work can be done before arriving. No beefs reported by department delegates. Vote of thanks to the steward department for a job well done.

WARRIOR (Waterman), Sept. 13—Chairman, Walter H. Sibley; Secretary, M. B. Elliott. Few hours' discussion in engine department. Vote of thanks extended to the ship's delegate and steward department for fine job. The deck department was also thanked for the new catwalk they put up.

SULLIVAN BROTHERS (Gartland), Sept. 20—Chairman, Al Malutiv; Secretary, M. F. May. \$8.50 in ship's fund. No beefs reported by department delegates.

WYANDOTTE (Wyandotte Transportation), Sept. 19—Chairman, R. Barber; Secretary, A. Elowsky. \$20 in ship's fund. No beefs reported. Everything is running smoothly in all departments.

JOHN T. HUTCHINSON (Boland & Cornelius), Sept. 15—Chairman, L. Duesser; Secretary, Don Felker. Brother J. T. Ellison was elected to serve as ship's delegate and deck delegate. \$11.10 in ship's fund.

HENNEPIN (Redland), Aug. 20—Chairman, Ben Sprague; Secretary, Jerry Siedlecki. \$8 in ship's fund. All's well in each department.

HENRY R. PLATT JR. (Gartland), Sept. 5—Chairman, Joseph Dahl; Secretary, John Myers. Brother John Myers was elected deck delegate. No beefs reported. \$5.75 in ship's fund.

DIAMOND ALKALI (Boland & Cornelius), Sept. 6—Chairman, Donald Anderson; Secretary, Jesse R. Bostic. \$34.30 in ship's fund. No beefs reported. See mate about oiling latch clamps during the hours of 8 AM to 5 PM instead of while loading.

DAVID P. THOMPSON (Boland & Heatherly), Sept. 2—Chairman, Arnold Motion to have a patrolman come aboard at least once a month. Crew would like a better variety of food.

DIGEST of SIU SHIP MEETINGS

NEW

EVERY THREE MONTHS

If any SIU ship has no library or needs a new supply of books, contact any SIU hall.

YOUR SIU SHIP'S LIBRARY

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:

- Thomas Burke, born May 20, 1964, to the Gordon T. Burkes, Alpena, Michigan.
- Patrick McBride, born April 22, 1964, to the Bernard J. McBrides, Toledo, Ohio.
- Claire Michelle Lippa, born June 27, 1964, to the Joseph E. Lippas, Baltimore, Md.
- Patricia Ann Laughlin, born June 2, 1964, to the Kenneth G. Laughlins, Marrero, La.
- Burchette Chandra Purifoy, born May 8, 1964, to the Eddie Purifoy, Mobile, Alabama.
- Frank Reed, born June 19, 1964, to the Guy O. Reeds, Frankfort, Mich.
- Angela Marie Franks, born June 9, 1964, to the Robert B. Franks, Portland, Oregon.
- Craig Power, born June 12, 1964, to the Joseph Power's, Philadelphia, Pa.
- Andreana Evans, born June 15, 1964, to the William Evans, Jr., Philadelphia, Pa.
- Pamela Hull, born June 17, 1964, to the Daniel Hull's, Alpena, Mich.
- Eric John Connor, born July 15, 1964, to the Enrique Connor's, San Francisco, Calif.
- Barrie Anerino, born March 23, 1964, to the William Anerino's, Philadelphia, Pa.
- Pedro Juan Reyes, Jr., born August 4, 1964, to the Pedro J. Reyes, Brooklyn, N.Y.
- Henry Bonnette, Jr., born May 31, 1964, to the Henry C. Bonnette's, Baltimore, Md.
- Jon Todd Bradley, born May 19, 1964, to the Donald L. Bradley's, East Carondelet, Ill.
- Lynda Cornelius, born May 13, 1964, to the Carlton D. Cornelius', Belhaven, N.C.
- Frank R. Charneco, born July 23, 1964, to the Francisco Charneco's, New Orleans, La.
- Kenneth Latour, born February 18, 1964, to the Charles Latour's, New Orleans, La.
- Karen Corbiere, born June 26, 1964, to the Gordon Corbiere's, Sault Ste. Marie, Mich.
- Steven Nance, born June 1, 1964, to the Roy L. Nance's, New Orleans, La.
- Marie Myra Bellant, born June 2, 1964, to the Francis J. Bellant's, Epoufette, Mich.
- Michael Bernard Cazalas, born July 26, 1964, to the James P. Cazalas', Mobile, Ala.
- Cynthia Kennedy, born July 31, 1964, to the William Kennedy's, Eight Mile, Ala.
- Inaclair Larce, born July 7, 1964, to the William Larce's, New Orleans, La.
- Sherrie Bryan, born April 17, 1964, to the Harvey T. Bryan's, Baltimore, Md.
- Beth Myrtle Sachs, born July 17, 1964, to the James R. Sachs', Philadelphia, Pa.
- Janine Elizabeth Kline, born June 16, 1964, to the Alvin F. Kline's, New Orleans, La.
- Allen Dirk Higham, born July 6, 1964, to the Armon Higham's, Houston, Texas.
- Henry Kugler, born August 2, 1964, to the Henry Kugler's, New York, N.Y.
- Thomas Rogers, born June 29, 1964, to the Floyd T. Rogers', Laurel, Del.
- Peggy Robinson, born July 4, 1964, to the John A. Robinson's, Toledo, Ohio.
- Robert Peter Bekier, born July 12, 1964, to the Robert Bekier's, Toledo, Ohio.
- Mercedes Rodriguez, born August 1, 1964, to the Sixto Rodriguez's, Ponce, P.R.
- Robert Davis, Jr., born June 19, 1964, to the Robert Davis', Galveston, Texas.
- Sandy Joseph Huval, born May 24, 1964, to the Joseph R. Huval's, Breaux-Bridge, La.
- Joanne Bischoff, born June 18, 1964, to the Walter R. Bischoff's, Arcadia, Mich.
- Melanie Mignano, born July 7, 1964, to the Benjamin Mignano's, Garden Grove, Calif.
- Maureen O'Dee, born July 18, 1964, to the Robert A. O'Dee's, Fairview Park, Ohio.
- Joyce Stewart, born July 4, 1964, to the Bobby W. Stewart's, Spiro, Oklahoma.
- Antonio Tonelli, born July 5, 1964, to the Anthony Tonelli's, Dorchester, Mass.

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):

Harvey Lee Thomas, 64: Brother Thomas died of natural causes in New Orleans, La., on Jan. 7, 1964. A member of the Inland Boatman's Union, he sailed in the engine department. He is survived by his wife, Mrs. Bertha Thomas. Burial was in the Greenwood Cemetery in Louisiana.

William Howard Olds, 35: A heart attack was fatal to Brother Olds in the New Orleans USPHS Hospital on Feb. 5, 1964. A member of the Union since 1947, he sailed in the steward department. His wife, Mrs. Gertrude Marie Olds, survives. His place of burial is not known.

Julius Valdamar Ekman, 61: Brother Ekman died of a stroke in the USPHS Hospital in Nola, Fla., on March 14, 1964. A member of the engine department, he joined the Union in 1951. He is survived by a friend, Leo Lehtonen. Burial was in the Metairie Cemetery, Metairie, La.

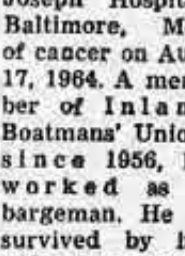
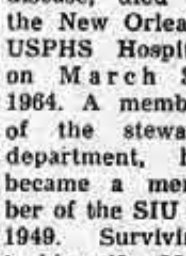
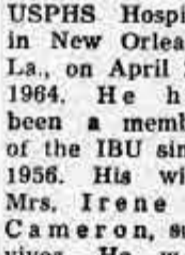
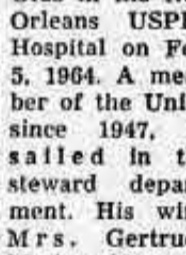
Ramosse Narciso Elliott, 61: Brother Elliott, a victim of heart disease, died in the New Orleans USPHS Hospital on March 31, 1964. A member of the steward department, he became a member of the SIU in 1949. Surviving is his wife, Mrs. Josephine Elliott. Burial was in the St. Vincent Cemetery, New Orleans, La.

Victor Modesto Gonzalez, 44: Brother Gonzalez died of natural causes in the Tampa General Hospital on March 29, 1964. A member of the IBU since 1963, he was a member of the steward department. His wife, Mrs. Socorrito Gonzalez, survives. Burial was in the Colon Cemetery, Tampa, Fla.

Harry Daniel Cameron, 52: A victim of cancer, Brother Cameron died in the USPHS Hospital in New Orleans, La., on April 25, 1964. He has been a member of the IBU since 1956. His wife, Mrs. Irene B. Cameron, survives. He was buried in the Rocky Creek Cemetery, Green County, Miss.

Eleuterio H. Magboo, 57: Brother Magboo died aboard the Los Angeles while at sea on March 13, 1964 of heart failure. He joined the Union in Baltimore in 1938 and was a member of the engine department. He is survived by his brothers, M. H. Magboo and E. H. Magboo. Burial was at sea.

David E. Underwood, 55: Brother Underwood died in the St. Joseph Hospital, Baltimore, Md., of cancer on Aug. 17, 1964. A member of Inland Boatman's Union, since 1956, he worked as a bargeman. He is survived by his wife, Mrs. Alma G. Underwood. Burial was in the Snow Hill Methodist Church Cemetery, Lucia, N.C.



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

Ernesto V. Erazo
Please get in touch with Alex Ablester, Brooklyn, N.Y., UL 9-2097. Very important.

Clifford Newton
You are asked to contact your son, Benjamin Newton, 90-47 209th street, Queens Village, N.Y.

Charles Collins and John Rouan
You are asked to get in touch with Peter Kreisel, 341 East 80th Street, NYC, (UN 1-8683), who shipped with you on the Rion (Actium Lines) in 1956.

John Frank Kozar
You are asked to get in touch with your wife, Mrs. John Kozar at 540 New York St., Dunmore, Pennsylvania. She is anxious to get in contact with you.

Joe Louis Johnson
Your wife, Mrs. Charlie Mae Johnson, would like you to contact her at Box 170, Pine Hill, Ala.

George B. Rohan (Rowan)
Betty Heiser Atkins desires that you or anyone knowing your whereabouts please contact her at 403 Ceder Hill Ave., Baltimore, Md.

William Brack
Robert Stack has a check for you in the amount of four figures! I I I from Electric Insurance

Co. left by a Mr. Particello. Contact us at 475 Bergen Blvd., Ridgefield, N.J., 945-5003 within 60 days or this check will be withdrawn.

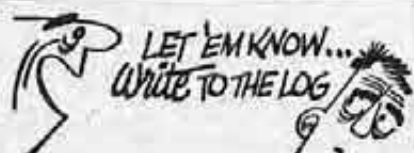
John W. G. Inglebek
Your are asked to get in touch with your sister, Mrs. Olga Inglebreetsen, 119 Armstrong Ave., Staten Island, N.Y.; or your brother Jack J. Winley, 3102 Mayfair, Victoria, eTexas, as they are anxious to get in touch with you.

Ex-Maiden Creek Crewmembers
"Mac" Mike Broadus and Gary Shanyfelt are requested to contact Douglas K. McLeod in care of the SIU Hall in Wilmington, Cal.

Raymond Queen
Contact your mother at once as your brother is sick and in the hospital and wants to see you. Call 304-849-2123 at night around 8:00.

John Remski
You are requested to contact your sister Veronica immediately concerning premium that has fallen due on your life insurance policy.

Mark Jon Palmer
Your brother, Robert Palmer, asks that you get in touch with him: Robert Palmer, S.N., U.S. Navy, USS Alagash AO 97, c/o FPO, N.Y.Y, N.Y.



SEAFARERS in DRYDOCK

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

**USPHS HOSPITAL
NEW ORLEANS, LOUISIANA**

Clairens Anthony Wm. H. Podgett
G. E. Armstrong L. J. Piasance
J. C. Armstrong James Redden
Thomas W. Bernace Chester Seymour
J. H. Childress W. R. Simpson
James M. Davis Thomas William
Malrie W. Ellis Clayton W. Spoon
Foster J. Juneau Norville O. Sykes
Mount McNoob Magimo Tangalin
Henry J. Maes, Jr. Clayton Thompson
Joyce K. Massey Julius C. Thompson
Charles C. Mathew Angel Valdes
Phillip C. Mandozo Guy Whitehurst
Francisco Nadal J. F. Wunderlich
J. W. Patterson Wm. J. Woolsey

**USPHS HOSPITAL
BALTIMORE, MARYLAND**

Edgar Benson James Mitchell
Walter Bouman William Oswinkle
G. Busciglio Walter Puchalski
Theodore Drohins Estal Potts
Freddof Fondilla Roy R. Rayfield
Clifton Goodwin George Register
Edgar L. Gore Joseph Richgers
Chaz. L. Hardesty James Robinson
Jefferson Harrison John M. Stone
Nolan Hunt Francis Sturgis
John O. Miller Chaz. Torgerson
Elmore F. Miller Chambers Winskey

**USPHS HOSPITAL
STATEN ISLAND, NEW YORK**

N. R. Alderman Donald McCown
Hamilton Daily Dennis Marcoly
John Cullinson Thomas Maber
John Cunningham Amley Minors
Angelo Ciano John Natoli
Wm. Cameron Harold Nelson
Henry Callahan N. Palantzioglu
Raoul Cabrera David Pashkoff
Ellis Bishop E. F. Simms
Vincent Astorino James Shiber
John Allen Anthony Scatarro
J. Fedlow Raymond Ruppert
N. Garcia Ernesto Rubio
Charles Johnson Alfonso Pavan
Anton Hansen Juan Soto
Arvid Gylland James Stogalla
A. A. Karczewski Fred Travis
Rufino Lara James Williams
Leonard Kropp Osborne Williams
George Kitchens V. Williamson
C. Leader William Wilson
Jean Longourst Fred Wrafter

**USPHS HOSPITAL
GALVESTON, TEXAS**

Francis Burley Gene Jachim
Harvey Fairburn Thomas Kirby, Jr.
Hugh Grove J. B. Lippencott
Milburn Hatley George Little
Timothy Ivers Cecil Morris

Mock Murray M. Schifani
Carl Nelson Arthur Sigler
James Reley Ellis Strait
F. Rulacoppo Winon Walker

**USPHS HOSPITAL
SEATTLE, WASHINGTON**

E. A. Ainsworth J. A. Laigo
Arthur Furst R. Potoraki
Vernon Johnston C. E. Wallich

**USPHS HOSPITAL
NORFOLK, VIRGINIA**

Frank Buck Charles Phelps
T. W. Forrest Lloyd Roberson
George Moore Julian Wilson

**USPHS HOSPITAL
CHICAGO, ILLINOIS**

James Helms George Marcotte
Gordon Lierman

**USPHS HOSPITAL
SAVANNAH, GEORGIA**

L. McLaughlin Leon Webb
Sam Walton

**USPHS HOSPITAL
BRIGHTON, MASSACHUSETTS**

John Hartly T. Patriquin
Daniel Murphy

**USPHS HOSPITAL
SAN FRANCISCO, CALIFORNIA**

Roy Bru H. Silverstein
Milton Foley Richard Welch
Carroll Harper Richard Zaragoza
Hubert Pousson Calvin Wilson
James Shortell William Lovett

**USPHS HOSPITAL
FORT WORTH, TEXAS**

Benjamin Deibler Samuel Mills
Abe Gordon Max Olson
Thomas Leahy Willie Young
George McKnew

**SAILORS' SNUG HARBOR
STATEN ISLAND, NEW YORK**

Daniel Gorman Thomas Isaksen
Albert Gutierrez William Kenny
Edwin Harriman

**USPHS HOSPITAL
MEMPHIS, TENNESSEE**

James McGee

**PINE CREST HAVEN NURSING HOME
COVINGTON, LOUISIANA**

Frank Martin

**VA HOSPITAL
NORTHAMPTON, MASSACHUSETTS**

Maurice Roberts

**US SOLDIERS HOME HOSPITAL
WASHINGTON, DC**

William Thomas

Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

PRESIDENT
Paul Hall

EXECUTIVE VICE-PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard Lindsey Williams
Al Tanner Robert Matthews

SECRETARY-TREASURER
Al Kerr

HEADQUARTERS REPRESENTATIVES
Bill Hall Ed Mooney Fred Stewart
BALTIMORE 1216 E. Baltimore St.
Rex Dickey, Agent Eastern 7-4900
BOSTON 276 State St.
Ed Riley, Agent Richmond 2-0140
DETROIT 10223 W. Jefferson Ave.
Vinewood 3-4741

HEADQUARTERS 675 4th Ave., Bklyn
HYacinth 9-6600

HOUSTON 5804 Canal St.
Paul Drozak, Agent Walnut 8-3207

JACKSONVILLE 2608 Pearl St., SE, Jax
William Morris, Agent Elgin 3-0987

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

NORFOLK 115 3rd St.
Gordon Spencer, Acting Agent 622-1892

PHILADELPHIA 2604 S. 4th St.
Frank Drozak, Agent DEwey 6-3818

SAN FRANCISCO 450 Harrison St.
Paul Gonsorchik, Agent Douglas 2-4401

E. B. McAnley, West Coast Rep.
SANTURCE PR 1313 Fernandez Juncos
Stop 20

Keith Terpe, Hq. Rep. Phone 724-2643

SEATTLE 2505 1st Ave.
Ted Babkowski, Agent MAIN 3-4334

TAMPA 312 Harrison St.
Jeff Gillette, Agent 229-2788

WILMINGTON, Calif 505 N. Marine Ave.
Frank Boyne, Agent TErminAl 4-2528

GREAT LAKES TUG & DREDGE REGION

REGIONAL DIRECTOR
Robert Jones

Dredge Workers Section
ASSISTANT DIRECTOR
Harold F. Yon

BUFFALO 94 Henrietta Ave.
Arthur Miller, Agent TR 5-1536

CHICAGO 3300 N. Kimball
Trygve Varden, Agent ALbany 2-1154

CLEVELAND 1420 W. 25th St.
Tom Gerrity, Agent 621-5450

DETROIT 1570 Liberty Ave.
Lincoln Park, Mich.
Ernest Demerse, Agent DU 2-7694

DULUTH 312 W. Second St.
Norman Jolicoeur, Agent Randolph 7-6222

SAULT STE. MARIE
Address mail to Brimley, Mich.
Wayne Weston, Agent BRimley 14-R 5

TOLEDO 423 Central St.
CH 2-7751

Tug Firemen, Linemen, Oilers & Watchmen's Section

ASSISTANT DIRECTOR
Tom Burns

ASHTABULA, O. 1644 W. Third St.
John Mero, Agent Woodman 4-8532

BUFFALO 18 Portland St.
Tom Burns, Agent TA 3-7093

CHICAGO 9383 Ewing, S. Chicago
Robert Affleck, Agent ESsex 5-9570

CLEVELAND 1420 W. 25th St.
W. Hearn, Pro-Tem Agent MA 1-5450

DETROIT-TOLEDO 12948 Edison St.
Max Tobin, Agent Southgate, Mich.
Avenue 4-0071

DULUTH Box No. 66
South Range, Wis.
Ray Thomson, Agent EXport 8-3024

LORAIN, O. 118 E. Parish St.
Sandusky, Ohio
Harold Ruthsatz, Agent MAIN 6-4573

MILWAUKEE 2722 A. So. Shore Dr.
Joseph Miller, Agent SHERman 4-6845

SAULT STE. MARIE 1086 Maple St.
Wm. J. Luckey, Agent MEIrose 2-8847

Rivers Section

ST. LOUIS, MO. 805 Del Mar
L. J. Colvis, Agent CE 1-1434

PORT ARTHUR, Tex. 1348 7th St.
Arthur Bendheim, Agent

RAILWAY MARINE REGION

HEADQUARTERS 99 Montgomery St.
Jersey City 2, NJ Henderson 3-0104

REGIONAL DIRECTOR
G. P. McGinty

ASSISTANT REGIONAL DIRECTORS
E. B. Pulver R. H. Avery
BALTIMORE 1216 E. Baltimore St.
Eastern 7-4900

NORFOLK 115 Third St.
622-1892-3

PHILADELPHIA 2604 S. 4th St.
DEwey 6-3818

United Industrial Workers

BALTIMORE 1216 E. Baltimore St.
Eastern 7-4900

BOSTON 276 State St.
Richmond 2-0140

HEADQUARTERS 675 4th Ave., Brooklyn
HYacinth 9-6600

HOUSTON 5804 Canal St.
Walnut 8-3207

JACKSONVILLE 2608 Pearl St., SE
Elgin 3-0987

MIAMI 744 W. Flagler St.
Franklin 7-3564

MOBILE 1 S. Lawrence St.
HEmlock 2-1754

NEW ORLEANS 630 Jackson Ave.
Tel. 529-7546

NORFOLK 115 Third St.
Tel. 622-1892-3

PHILADELPHIA 2604 S. 4th St.
DEwey 6-3818

TAMPA 312 Harrison St.
Phone 229-2788

Great Lakes

SECRETARY-TREASURER
Fred J. Farnen

ASSISTANT SECRETARY-TREASURER
Roy Boudreau

ALPENA 127 River St.
EL 4-3616

BUFFALO, NY 735 Washington
TL 3-9259

CHICAGO 8383 Ewing Ave.
So. Chicago, Ill. SAginaw 1-0733

CLEVELAND 1420 West 25th St.
MAIN 1-5450

DULUTH 312 W. 2nd St.
Randolph 2-4110

FRANKFORT, Mich. 415 Main St.
Mail Address: P.O. Box 287 ELgin 7-2441

HEADQUARTERS 10223 W. Jefferson Av.
River Rouge 18, Mich. Vinewood 3-4741

Inland Boatmen's Union

NATIONAL DIRECTOR
Robert Matthews

GREAT LAKES AREA DIRECTOR
Pat Finnerty

BALTIMORE 1216 E. Baltimore St.
Eastern 7-4900

BOSTON 276 State St.
Richmond 2-0140

HEADQUARTERS 675 4th Ave., Brooklyn
HYacinth 9-6600

HOUSTON 5804 Canal St.
Walnut 8-3207

JACKSONVILLE 2608 Pearl St., SE, Jax
Elgin 3-0987

MIAMI 744 W. Flagler St.
Franklin 7-3564

MOBILE 1 South Lawrence St.
HEmlock 2-1754

NEW ORLEANS 630 Jackson Ave.
Tel. 529-7546

NORFOLK 115 Third St.
Tel. 622-1892-3

PHILADELPHIA 2604 S. 4th St.
DEwey 6-3818

TAMPA 312 Harrison St.
Tel. 229-2788

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	Mobile	October 14

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

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	Oct. 19-2 PM
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort,	October 5-7 PM

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, Newport News.
† Meeting held at Labor Temple, South St. Marie, Mich.
‡ Meeting held at Galveston wharves.

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

U.S. Allies Bid For Red China Ship Contracts

Red China is making long range plans to build up her still insignificant merchant fleet—and she's counting on America's allies in western Europe and Japan to help her.

Shipbuilders from Britain, Norway, Denmark, Holland, France and Japan have been chasing each other to Peking to talk about chances for building new tonnage for the Chinese.

The latest traveling salesman to visit China was James Lenaghan, managing director of Britain's Fairchild Shipbuilding and Engineering Co. It was emphasized that Lenaghan was representing all of Britain's shipbuilders, who are suffering from a sharp decline in new business.

Though Lenaghan refused to talk about his mission, there were persistent reports in London that China was thinking of placing orders for six 15,000 dwt. general-cargo ships.

Earlier in the year, a Red Chinese trade mission toured British, Dutch, German and other European and Free World shipyards. At the time it was said the Chinese were seeking ships in order to improve their trade links with Cuba.

Agriculture Warned Again On News Wire

WASHINGTON—The House and Senate have warned the Department of Agriculture to restrict its new Market News service wire to market reporting. The admonishment was contained in a conference report in which the House and Senate adopted the agriculture appropriations bill.

The committee warned the Secretary of Agriculture to "see to it that the leased wire information which carries market news information be limited to market reporting and marketing information and the routine administrative instructions which were carried on the leased wire system prior to August 1, 1963."

Criticism of Agriculture Department incursions into the realm of private industry has been growing ever since the government agency began competing against a private ferry line between Orient Point on Long Island, NY, and the USDA's Plum Island laboratory. The private ferry line was eventually forced to suspend its operations because of the USDA competition. The Market News Wire Service followed soon after.

Speaking before Congress, representatives of the newspaper publishers association charged that through the news service, "the government has gone into the business of news dissemination in combination with the American Telephone & Telegraph Co., bypassing the regular news media." They also charged that the government, through the Agriculture Department, was footing the bill for the cost of gathering and editing the market news while AT&T is reaping the benefits.

REMINDER FROM SPAD

CHECK THE PROVISIONS IN YOUR STATE FOR ABSENTEE VOTING

REMEMBER TO VOTE!

Labor Stand Upheld

Senate Attempt To Block Reapportionment Order Fails

WASHINGTON—The Senate has shelved a labor-opposed attempt to block court-ordered reapportionment of state legislatures on a one man, one vote basis. It substituted a non-binding "sense of Congress" resolution asking the courts to give legislatures a final chance to reapportion before stepping in to do the job themselves.

The compromise was acceptable to Senate liberals who had waged a six-week filibuster against any legislative interference with federal court jurisdiction.

Senate Majority Leader Mike Mansfield (D-Mont.) sponsored the substitute resolution after withdrawing his support from the controversial court-curbing proposal initiated by Republican Leader Everett McKinley Dirksen (Ill.).

Time to Adjourn

Mansfield told the Senate that the time had come to end the stalemate and "bring down the curtain on the 88th Congress."

The compromise resolution—a substitute for Dirksen's proposed "rider" to the pending foreign aid bill—passed by a 44-38 vote. It was supported by 37 Democrats and 7 Republicans; opposed by 23 Republicans and 15 Democrats.

Its key provisions are a request that federal courts:

- Allow one session of a legislature plus 30 days—but not to exceed six months in all—to pass before courts take over the reapportionment of a legislature.

- Permit the next election of state legislators to be held in accordance with existing laws. (In most states, legislators will be chosen in November).

- Reapportion legislatures through court order in accordance with constitutional standards where malapportioned legislatures have not acted within the time limits.

Dirksen told the Senate he could not go along with the "sense of Congress" resolution "because it does not have the force of law."

Door Still Open

The compromise did not, however, shut the door on further reapportionment controversy at this session. Pending in the House is a proposed constitutional amendment which would permit states to apportion one house of a legislature on a basis other than population. The Rules Committee took the unusual step of taking the proposal away from the Judiciary Committee and sending it to the floor.

Two votes would be needed for it to clear the House—a majority vote approving the rule al-

lowing its consideration, and a subsequent two-thirds vote to adopt the constitutional amendment proposal. If passed, it would also require a two-thirds approval in the Senate to be submitted for ratification by three-fourths of the states.

Time-Tactics

Dirksen, in pressing for a mandatory delay in court reapportionment actions, made it clear that his desire is to win time for adoption of a constitutional amendment that would forestall one man, one vote reapportionment.

Heavy absenteeism, as the congressional session encroached further on the election campaign season, made it increasingly difficult to predict votes on close issues.

SIU Clinic Opens In Puerto Rico



Ribbon cutting ceremonies (above) marked the official inauguration of the new SIU clinic in Ponce, Puerto Rico. Left to right are Santiago Iglesias, Jr., son of the founder of the Puerto Rico Labor movement (handling the ribbon cutting chore); Bishop Aponte of Ponce; Protestant Reverend Roman of Ponce; Keith Terpe, President of the Puerto Rico SIU; and Luis Martin Jimenez. Pictured below is the new, \$250,000 SIU clinic.



SIU Lakes District Fills Elective Posts

DETROIT—The SIU Great Lakes headquarters Committee on Elections has announced the results of elections held for district officers. Fred J. Farnen was re-elected to a two-year terms as Secretary-Treasurer and Roy Boudreau was re-elected as Assistant Secretary-Treasurer.

Winning election as port agents were Stafford "Mac" McCormick, Buffalo; Frank "Scottie" Aubusson, Chicago; Stanley Wares, Cleveland, and Donald Bensman, Duluth. Floyd R. Hanmer was elected to the post of Lake Michigan Carferry Agent.

The voting had been conducted from August 1 to August 31. The report of the Committee on Elections has been posted in all union halls and approved by the membership at port meetings on September 21.

All elections were for two year terms.

Elected members of the Committee on Elections were Virgil Fitch, John Poliwka, William Doyle, Joseph Arnold, George Telegadas and James H. Marcum.



Members of the SIU Lakes District Committee on Elections are (l-r) James H. Marcum, John Poliwka, Joe Arnold, William Doyle, Virgil Fitch and George Telegadas.

Warren Commission Issues Findings

Oswald Killed Kennedy; No Evidence Of Conspiracy

After 10 months of intensive investigation involving a massive sifting of evidence involving much fact and even more rumor and heresy, the Warren Commission has issued its summary report on the assassination of President John F. Kennedy in Dallas, Texas on Nov. 22, 1963.

Set up by an Executive Order of the new President Lyndon B. Johnson, the commission headed by Supreme Court Chief Justice Earl Warren was empowered to examine every aspect of the event. Its just-released report contains nearly 300,000 words to document and explain its findings.

In capsule form, the Warren Commission findings are:

- The shots that killed President John F. Kennedy and critically wounded Governor John Connally of Texas were fired by Lee Harvey Oswald.
- It was the act of a "loner." There is no evidence that Oswald was part of any conspiracy, either domestic or foreign, or was assisted by anyone in either planning or carrying out the assassination.
- There is no evidence of any relationship between Oswald and Jack Ruby, the man who later killed Oswald.
- There is also no evidence that Ruby was part of any conspiracy, either domestic or foreign, to kill Oswald, or was assisted by anyone in either planning or carrying out the act.

In tracking down the facts and separating them from the speculations and rumors which surround any event of this nature, the Warren Commission questioned 552 witnesses and gathered millions of words of testimony. The complete report of the commission findings makes up 24 volumes of 500 pages each.