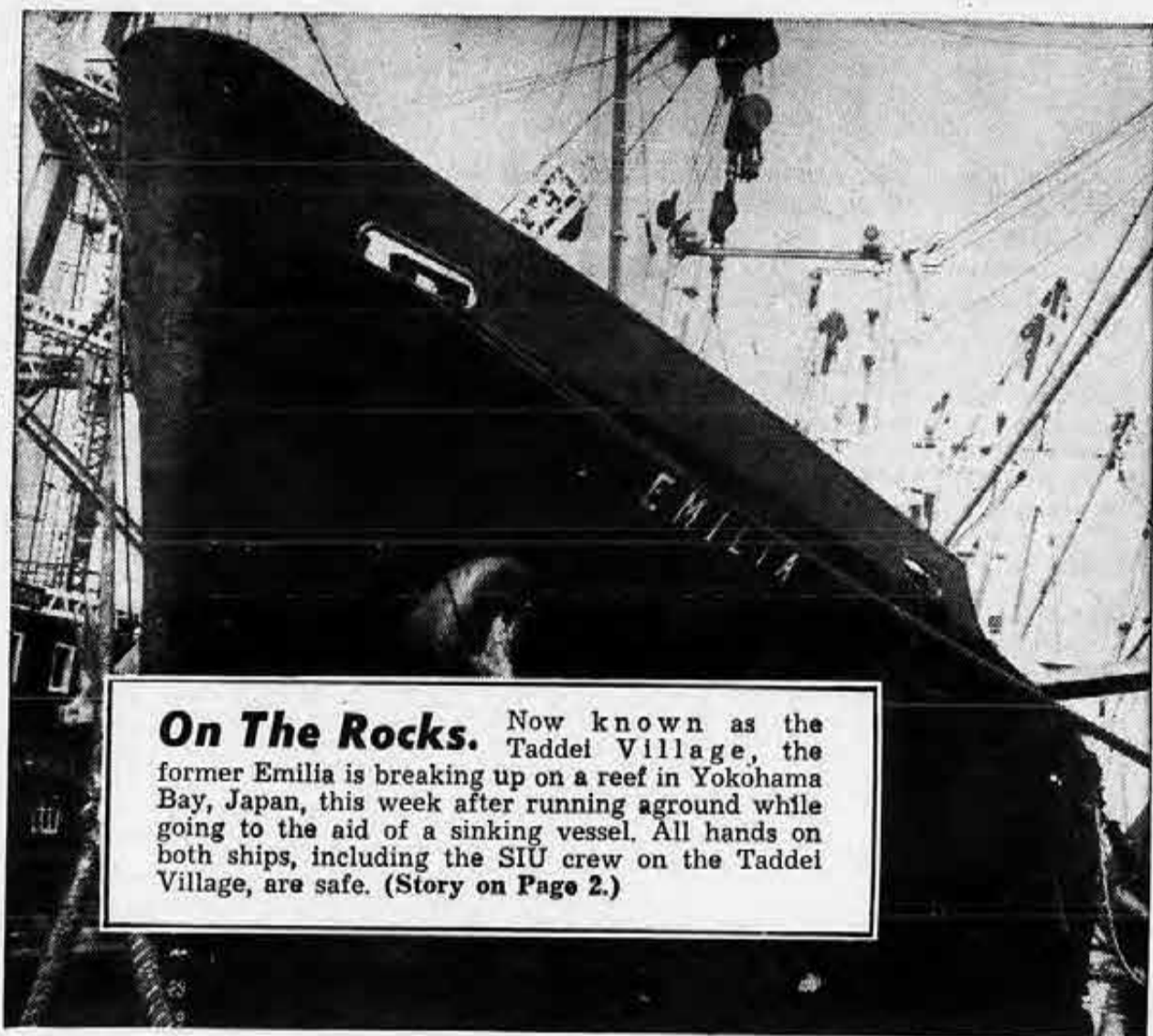




OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

SIU HITS 'PROFIT GRAB' BY US GRAIN DEALER



On The Rocks. Now known as the Taddel Village, the former Emilia is breaking up on a reef in Yokohama Bay, Japan, this week after running aground while going to the aid of a sinking vessel. All hands on both ships, including the SIU crew on the Taddel Village, are safe. (Story on Page 2.)

Charges Cargill Intent To Bypass American Ships

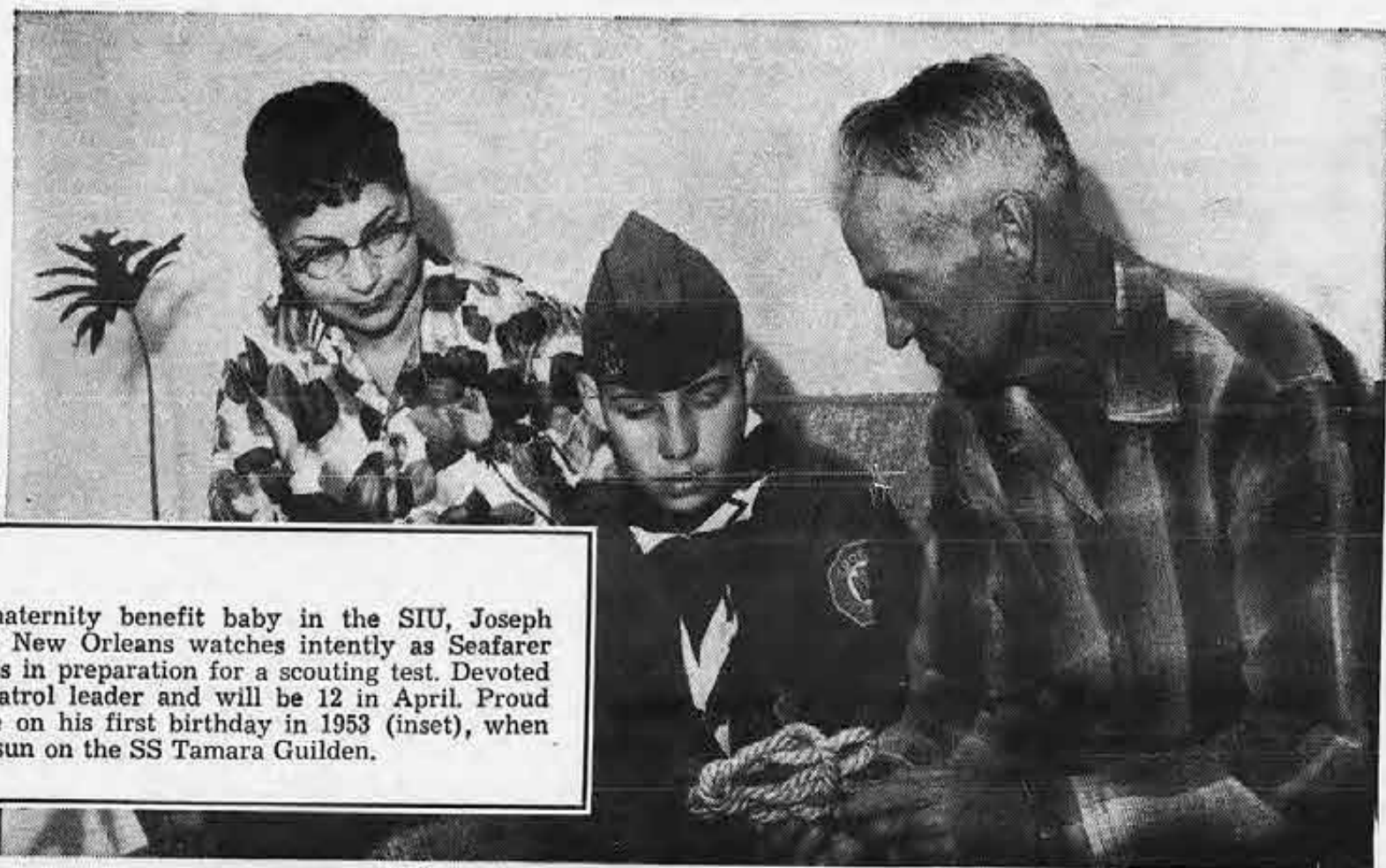
Story On Page 3

Joint Sea Talks Starting Monday On Wheat Issues

Story On Page 3



Growing Up. The first maternity benefit baby in the SIU, Joseph Cave, Jr. of New Orleans watches intently as Seafarer Joe Cave shows him how to tie knots in preparation for a scouting test. Devoted to Boy Scouting, young Joe is a patrol leader and will be 12 in April. Proud mom is also shown with young Joe on his first birthday in 1953 (inset), when dad was at sea. Seafarer Cave is bosun on the SS Tamara Guilden.



All Hands Safe In Grounding

SIU Rescue Attempt Puts Crew On Rocks

NEW YORK—The SIU-contracted freighter Taddei Village was reported to be sinking slowly late this week, after running aground on hidden reefs just outside Yokohama Bay on Sunday, March 15. The SIU-manned vessel was going to the aid of another ship in response to a distress call when it ran into trouble within a half-mile of the first accident.

All members of the ship's crew were reported to be safe and off the ship 24 hours after the incident occurred. The crew is due to return to Los Angeles by plane, according to a report from the office of her owners, Consolidated Mariners, here in New York.

The Taddei Village was outbound from Los Angeles to the Japanese port of Yokohama when it received a distress call from the Greek freighter Maria G. L. The Greek ship had run aground on hidden reefs and was badly damaged. Fortunately, other ships in the area rescued all 26 crewmen of the Maria before she sank.

Of the 43 members of the Taddei Village crew, 38 were taken off immediately by a pair of US Navy minesweepers assigned to the US 7th Fleet, the Persistent and the Dynamic. The other five, who remained aboard overnight, were taken off the following day.

The 38 members of the Taddei crew were taken off by the Persistent, which brought them into Yokohama. The Dynamic was on standby at the scene of the grounding, and removed the remaining crewmen when the vessel seemed in danger of capsizing and breaking up on the rocks.

A spokesman for her owners said

the engineroom was flooded and the stern was partly submerged.

Two of the men who remained aboard the Taddei Village as a possible salvage crew were identified in news reports as Seafarers Arthur Harrington, bosun, of Boston, Mass., and Robert Henninger, AB, of New York City.

The Taddei Village is the former Emilia, a C-2 owned by the Bull Line-Kulukundis US-flag interests until she was sold at a US marshal's sale in Brooklyn last summer. The ship had been idle since the previous December because of involvement in the ship bankruptcy proceedings concerning the entire Bull Line operation.

She was purchased by Consolidated last August and put back into service some time later. Built in 1944, the 9,687-deadweight-ton vessel figured in an important legal case last year which the SIU fought up to the United States Supreme Court because the Federal court decisions involving the ship set anti-labor precedents in ship bankruptcy situations. Last October, the high court turned down the SIU appeal of a ruling obtained by the Justice Department and various cargo owners in the case.

Topping Off-Time For Norfolk SIU



New "Seafarers" sign on exterior of the recently-opened SIU hall in Norfolk adds final touch to the one-story building. The modern structure, built so that an additional floor can be added later if necessary, opened for shipping and other business last November.

Deep Freeze For Philadelphia Teamsters

New Pact Climaxes SIU Win

PHILADELPHIA—The SIU United Industrial Workers won a new contract here with the Hussmann Refrigeration Company, giving the workers increased wages, additional holiday pay, job classification changes and many other gains. The new pact provides for yearly increases in wages during its three-year life.

Talks between the SIU-UIW and the company followed the latest unsuccessful attempt by the International Brotherhood of Teamsters to raid the existing contractual relationship at Hussmann.

The company had been under UIW contract for several years, but Jimmy Hoffa's organizers stepped in to try and upset the pact when it neared expiration. The old contract had been signed in 1961.

The SIU swept the balloting by a vote of 183-30 after the National Labor Relations Board ordered a vote on an IBT petition. The balloting took place on the premises of the Hussmann plant in nearby Woodcrest, NJ.

Makes Reefer Boxes

Hussmann is a well-known manufacturer of refrigerated counters and freezers used in retail food stores and supermarkets.

The attempted Hussmann raid was not the first try by Hoffa's Teamsters to raid UIW-contracted companies in this area. In previous balloting among workers at several other plants, the IBT also was defeated by margins of 2-1 in two companies and backed down

on the opportunity for a secret ballot vote at a third.

Although Teamster Local 158 claimed majority support at the UIW-contracted Southwark Coop-

erage plant, it rejected the chance for an election after both the UIW and the company agreed to one as a means to dispose of the phony representation claim.

President's Report



By Paul Hall

The long battle which has been waged by the SIU and other AFL-CIO maritime unions against the continued abuse of the American merchant marine and the favoring of foreign-flag shipping is due for an airing at an important meeting in Washington this coming week.

As a result of the battle which culminated in the joint stand by the SIU, ILA and NMU against the efforts to bypass the 50-50 requirements on the shipment of US wheat to Russia, the unions won one of their key demands, which called for an opportunity to sit down to discussions with the heads of US departments responsible to implement the requirement that at least 50 percent of all Government-generated cargo move in American bottoms.

Up to this time, despite Congressional intent and Presidential directives, various Government agencies involved in these shipments have sabotaged the extent of US shipping's participation in the transport of these cargoes.

As a result of the unions' joint stand on the shipment of wheat and other grain commodities to the Soviet bloc countries, strengthened by the ILA boycott, the long-needed talks will take place between labor, management and government.

As we have pointed out, unless machinery is available to resolve the issues arising out of the efforts to bypass the protective features of the law and Government policies that were designed to assist the American merchant marine, maintain the US fleet of vessels and the jobs of maritime workers which are so essential to our economy and security, there is a large question as to our nation's ability to survive as a commercial maritime power.

This is the point that we and the other interested segments of maritime are concerned with getting across.

It is sheer lunacy for this nation to be in a position where top-level, responsible representatives of Government are by acts of omission or commission guilty of torpedoing American-flag shipping in the interests of foreign-flag shipping.

Ironically, this is exactly the situation at a time when our Government has just announced that it is launching a war against "poverty and unemployment." American maritime workers have the right to know whether the Government's objectives and efforts include the vital maritime industry. If this Government objective is a sincere one, we would expect that maritime would be included.

The facts with respect to the condition of the American merchant marine clearly point up that the time is long past when our Government can afford to mouth platitudes and pay lip service to the need for a strong merchant marine while it proceeds to destroy US shipping by giving the edge to foreign shipping interests at every turn.

It is unfortunate that our Union and the other interested maritime organizations have been placed in a position where we must impress upon the appropriate Government departments the validity and correctness of the need for a strong US merchant fleet and the necessity for them to fulfill their obligations and responsibilities to achieve this objective.

If the Government agencies were conscious of this objective, they would be implementing the laws and regulations which are on the books. All that is needed is implementation and enforcement.

Cooperation With Unions Pledged By New MA Chief

WASHINGTON—Sworn in at a White House ceremony on March 2, Nicholas Johnson, the new Maritime Administrator appointed by President Johnson, has pledged his close cooperation with US maritime unions to "make US-flag shipping a potent factor in the trade and commerce of our nation."

The new Administrator takes over the post from Robert E. Giles, who served as acting Administrator since the resignation of Donald W. Alexander last October.

Johnson has received the support of the Maritime Trades Department in his new post. In a message to the new Administrator, MTD President Paul Hall and Secretary-Treasurer Peter McGavin pledged him the "utmost support" of maritime labor.

In replying to the MTD pledge of support, Johnson said he was "deeply affected" by "your assurance of support in attempting to solve the major problems that face the American merchant marine . . . By working together, I am sure we can achieve our mutual goal," he added.

Johnson is the fourth man to hold the top maritime agency post since 1960. Under President Kennedy the US maritime agencies were completely reorganized. Thomas E. Stakem, Jr., who had been chairman of the old Federal Maritime Board, was named chairman of the Federal Maritime Commission and Donald W. Alexander was appointed Maritime Administrator. Following Alexander's resignation, Giles served as acting Administrator until the recent appointment of Johnson.

A member of a law firm here since 1963, Johnson is a native of Iowa. He was educated at the University of Texas, and is a former law clerk to Associate Justice of the Supreme Court Hugo Black. He is 29 years old, and admits to no previous experience with the maritime industry.



President Lyndon B. Johnson looks on with a smile as Peter M. McGavin (right), executive secretary-treasurer of the Maritime Trades Department, congratulates incoming Maritime Administrator Nicholas Johnson (left), right after the latter was sworn in at White House ceremony.

Labor Newscast Hails Furuseth

WASHINGTON—The 108th anniversary of Andrew Furuseth's birth was marked in the closing message of the AFL-CIO-sponsored Edward P. Morgan news program last week on March 12. Speaking of Furuseth's achievement in winning passage of the 1915 Seamen's Act and other protective legislation for seamen, the statement declared: "Seamen on American ships, because of Furuseth and his successors in our maritime unions, have decent wages and working conditions today. This is not true of ships flying many other flags. As we of the AFL-CIO know, Andy Furuseth's battle is not over everywhere." Furuseth was secretary-treasurer of the Sailors Union of the Pacific and is regarded as the father of the maritime labor movement.

SIU Hits Grain Profiteers

Sea Labor, Gov't, Co's Set Joint Talks On Wheat Deal

WASHINGTON—An historic, top-level meeting between AFL-CIO maritime union representatives, four US Cabinet officers and other top Government agency heads and shipping

management on issues arising from the grain sales to Russia and the Soviet bloc countries is due to be held here on Monday, March 23, at the Department of Commerce Building.

AFL-CIO President George Meany will head the labor group of SIUNA President Paul Hall, Thomas W. Gleason, president of the International Longshoremen's

Association, and Joseph Curran, president of the National Maritime Union.

The meeting is an outgrowth of the joint stand adopted by AFL-CIO maritime unions last month to halt bypassing of US vessels in the transport of grain to Communist countries.

It marks the first time that four Cabinet officers will be conferring jointly on any maritime issue. The Cabinet officers are: Secretary of State Dean Rusk; Secretary of Labor W. Willard Wirtz; Secretary of Commerce Luther Hodges, and Secretary of Agriculture Orville Freeman, as well as Maritime Administrator Nicholas Johnson.

Hall and Executive Vice-President Morris Weisberger represented the SIUNA in the development of a joint position with the ILA and the NMU on the grain cargo issue.

The showdown fight by the unions to obtain implementation of requirements that 50 percent of the grain shipments to Communist bloc nations would be carried in

(Continued on page 23)

Union Raps Cargill Grab For Extra \$s

NEW YORK—The SIU this week accused Cargill, Inc., one of the nation's major grain trading companies, of "waving the flag in order to mask their gluttony for greater profits at the expense of this nation's interest in the carriage of grain products to the Soviet bloc."

The charge was made by SIU President Paul Hall, in answer to an earlier statement by Cargill,

which said that the requirement for 50 percent of American grain sold to the Soviet countries to be carried in American-flag ships is counter to the interests of farmers, labor, business and the general economy, and would foreclose markets for farm products.

Hall affirmed the insistence of US maritime unions on observance of the 50 percent requirement as in the best interests of the nation as a whole, as well as the maritime workers immediately concerned. This is the reason, he pointed out, that the 50-50 rule was initiated by Congress and implemented by subsequent Presidential directives.

"When Cargill bleeds for the farmer, labor and the general economy, as an excuse for undermining the 50 percent requirement, it is doing so purely for its own narrow interests," Hall said.

"Cargill is interested primarily in the extra profits it hopes to realize by bypassing of the 50 percent requirement."

In its previous statement, Cargill had said its charges implied no quarrel with American shipowners, but that it was doing its best to sell the greatest amount of the nation's agricultural products abroad and did not want high ship rates to price them out of the market.

The SIU's statement pointed out that the cost of shipping on American vessels does not curtail opportunities for the shipment of US wheat abroad. "In the case of wheat shipments to Russia the sale did not depend on the shipping costs," Hall made clear. "In preferring the use of foreign ships, Cargill is seeking to squeeze out every additional dollar of profit it can at the expense of the American merchant marine," he declared.

Hall said "it ill behooves Cargill to pose as the conscience of America and the protector of the public interest." He pointed out that "the history of this grain company has been dotted since 1940 with charges by US Government agencies and Congress of price manipulation, illegal trading, and charging the Government twice for work it performed once." He cited several examples.

- On March 6, 1940, Secretary of Agriculture Henry A. Wallace signed an order denying trading privileges on all contract commodity markets to Cargill because of a violation of the Commodity Exchange Act by "running a corner and manipulating the price of corn and corn futures on the Chicago Board of Trade in August and September, 1937."

- On May 6, 1962, Senator Allen J. Ellender, of Louisiana, chairman of the Senate Agriculture Committee, said that Cargill had charged the government \$37,000 for work it had never done, as a result of collecting twice for one loading-out operation of grain stored in Norris City, Ill. *

- On May 1, 1953, Senator Milton Young of North Dakota, charged that Cargill "broke the market" in oats in 1952, and J. M. Mehl, administrator of the Com-

(Continued on page 4)

SIUNA Blasts Move By Canada Trustees

MONTREAL—The Seafarers International Union of North America this week launched an all-out campaign against the Canadian government trusteeship's arbitrary removal of the president of the SIU of Canada and his replacement by an outsider who is not, and never was, a member of the union.

The SIUNA is determined to protect the rights and interests of the rank-and-file membership of the SIU of Canada and to safeguard its welfare and security.

The government trustees' actions were received by the SIU of Canada membership with deep resentment and condemnation in all Canadian ports. The SIUNA fight was launched on Wednesday, March 18, immediately after Hal C. Banks, president of the SIU of Canada, had been dismissed by the trustees without the disclosure of any charges or particulars, and had been replaced by Charles Turner of the Brotherhood of Railway Clerks.

SIUNA President Paul Hall immediately sent a telegram to the Board of Trustees of the Maritime Transportation Unions protesting the trustees' action, which will be fought by all legal means available.

The protest condemns the arbitrary removal of Banks, depriving him of the right to a fair hearing; the unilateral appointment of an employee of the trustees who had never been a member of the union; the unnecessary use of police forces in occupying the union headquarters, and the harassment of the staff by the police; and the hasty action of the trustees although SIU-instituted court action testing the constitutionality of the trusteeship act is still pending.

Following the SIUNA's protest, a series of meetings was held between Hall; executive officers of the SIU of Canada; Charles Millard, the labor trustee on the Board; Allan Hope, executive assistant to the Board, and Turner.

The discussions were continuing as the LOG went to press.

The government trustees' action this week was the latest development in a concerted union-busting campaign against the SIU of Canada which had its origin in a collective bargaining dispute between the SIU of Canada and Upper Lakes Shipping Ltd.

In the spring of 1962, in the midst of contract renewal talks, Upper Lakes arbitrarily broke its ten-year contractual relationship with the SIU of Canada, locked some 300 Canadian Seafarers out of their jobs in the Upper Lakes

fleet, and signed a sweetheart agreement with the previously non-existent Canadian Maritime Union set up by the Canadian Labor Congress and the Canadian Brotherhood of Railway Transport and General Workers.

Hall Urges More Joint Action

'United Front Vital To Shipping'

WASHINGTON—SIU President Paul Hall called on all segments of the maritime industry to join in the creation of a solid front for the preservation of the American merchant marine, in a speech here last week before the Federal Bar Association.

Addressing the group at the National Lawyers Club, Hall appealed to all segments of the maritime industry, from subsidized lines to tramps, to work with the unions in an effort to solve the merchant marine's problems for the most practical of reasons—"simple survival."

Noting the extremely poor condition and steady deterioration of the merchant marine, he recalled that labor and management had worked together successfully in the past, notably in fighting for the Cargo Preference Act.

Unfortunately "we won the war but we lost the peace when we let the agencies take it away from us," he said, referring to waivers granted by the Commerce Department allowing foreign-flag vessels to carry cargoes which rightfully belong to American-flag ships under the Cargo Preference Act.

'Important Development'

Forthcoming meetings of management, labor and Government officials constitute a "most important development . . . and we should take full advantage of it," he said. He emphasized that it is not so much a question of needing additional legislation to insure the health of the merchant marine, but the problem of getting appropriate agencies of the Federal Government to place the proper interpretation on existing law.

The SIU president placed part of the blame for the deterioration of the American merchant marine on "cowardice" which exists in management. Shipowners are afraid of Government agencies, he said, in the belief that such agencies are in a position to put pres-

sure on them. The US maritime industry has "absolutely no leadership," he said, charging that not only do the various segments of the industry not help one another, but on occasion "actually put the boots to one another."

Referring again to the joint meetings of management, labor and Government officials promised by President Johnson under the agreement that ended the boycott by the International Longshoremen's Association on ships loading wheat for Russia, Hall

said that the industry has gained for the "first time . . . an opportunity to make a complaint in the right place . . . and it might be your last" unless there is unity, he pointed out.

Of the subsidized segment of the industry, Hall warned that "subsidy is in danger," although its continuance is "an absolute necessity." All segments of the industry must cooperate, and the subsidized lines "must get off the seats of your pants and help the others."

NY Fair Time Coming Up



Delivery of 80 tons of Hawaiian thatching grass which arrived on Isthmian's SS Steel King last week for use in the State of Hawaii Pavilion at the New York World's Fair is accepted by Stanley Char (center), representing the state's World's Fair Committee, from Archibald E. King, president of SIU-contracted Isthmian Lines (right). Isthmian freight agent J. McGinn (left) looks on.

SEAFARERS LOG

Mar. 20, 1964 Vol. XXVI, No. 6



PAUL HALL, President
HERBERT BRAND, Editor; IRWIN SPIVACK, Managing Editor; BERNARD SEAMAN Art Editor; MIKE POLLACK, NATHAN SKYER, THOMAS LAUGHLIN, ROBERT ARONSON, DONALD BROWN, 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, N.Y. 11222. Tel. NYacinch 9-6600. Second class postage paid at the Post Office in Brooklyn, N.Y. under the Act of Aug. 24, 1912.



US Methods Called Only Rx For Russian Farm Failures

The huge grain purchases being made recently from the free world by the Soviet Union and her satellites have made it clear that the Communist agricultural program has fallen on its face again.

How great a flop it actually suffered is made clear in a recent article in the "Bulletin of the Atomic Scientists," which carefully examines the present state of Soviet agriculture and what is wrong with it. After setting out the available statistics, the author, Dr. D. Gale Johnson, an economist, concludes that unless substantial changes are made in the organization of Soviet agriculture this latest fiasco will probably be repeated indefinitely.

The article points out that Soviet agriculture takes about 45 percent of the total labor force of the Russian economy and has been recently getting about 15 percent of the country's total investment. The total area sown is about 50 percent greater than in the US and the labor force is at least five times larger than in the US. Yet, according to calculations by Soviet economists, Russia's gross agricultural output is not more than 80 percent that of the US.

According to US analysts, the Red economists are being overly optimistic even in this low figure, and estimate that Soviet farm output is actually about two-thirds (or about 66 percent) that of the US.

In addition the Soviet consumer must spend about half his income on food—the US consumer a fifth. Meat consumption per capita is

only a third the US level and milk and cheese consumption only a small fraction. Of the livestock products only butter consumption is greater than in the US and this is more than offset by a much lower consumption of other animal and vegetable fats.

A study of the reasons for this poor (and perhaps disastrous) showing by Soviet agriculture clearly indicates two things—the communization and collectivization of Soviet farmers simply doesn't work, and the cure lies in a return to the system of agriculture practiced in the capitalist countries.

There are three basic reasons given for the Soviet agricultural failures: the poor climatic conditions of the major Soviet agricultural regions, the organizational structure of Soviet agriculture, and an inadequate supply of equipment. Little can be done to change the climate in the agricultural regions but the yield could be increased through improvements in the areas of organizational structure and equipment.

Organization Problems

The basic trouble with the organization of Soviet farms is that they are either too big or too small. The huge collective farms are too gigantic to run efficiently because of the tremendous bureaucracy needed to run them, and the individual plots allotted to workers on the collective for their own family needs are too small for the efficient use of machinery.

Another big problem is that the worker would rather work on his own plot and ignore as much as possible his job on the collective, which offers him no rewards for hard work. Simply goofing off all day, he will still get as big a share as anyone else.

The inadequacies of Soviet farm equipment is an old story which shows little prospect of improvement. Everything, from fertilizers to tractors, is either in short supply or sent to the wrong place because of the huge and inefficient bureaucracy. The problem of spare parts remains completely unsolved.

For big increases in output, the article concludes, substantial changes are required in the organization of Soviet agriculture. Such needed changes would include a significant expansion in the amount of land devoted to the private family plots and the elimination of present restrictions on the private ownership of livestock. Another necessary change would be to increase the number of collective farms (in other words make

them smaller) in order to improve the effectiveness of management and to improve incentives for the workers.

In short, a return to private enterprise by the farmers, a/la USA.

Seniority Upgrading Continuing

NEW YORK — Applications are now being accepted from qualified Seafarers for the next Seniority Upgrading Program which is expected to begin in the Port of New York on April 6.

The first group of 29 Seafarers to participate in the upgrading program inaugurated by the Seafarers Appeals Board is halfway through the program.

Announcement of the upgrading program for Seafarers was made last month by the SAB, following a Union-shipowner survey of manpower needs in all ports and the number of men shipped to fill jobs on SIU-contracted vessels during 1963. The SAB is the joint Union-management panel governing the shipping rules set up under contracts for SIU ships.

Seafarers interested in the upgrading program can find full qualification set forth in the shipping rules.

All qualified class B men who wish to apply for a seniority upgrading application or for further information, should write to: Earl Shepard, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, New York.

The SAB Seniority Upgrading Committee includes Shepard for the Atlantic Area; Lindsey Williams, Gulf Area; Al Tanner, Great Lakes Area, and E. B. McAuley, West Coast Area.

Clinic Care Creates One More Booster

NEW YORK—Seafarer Allen J. Friend is one of the great boosters of the SIU clinic around. And it all came about because of a routine yearly physical.

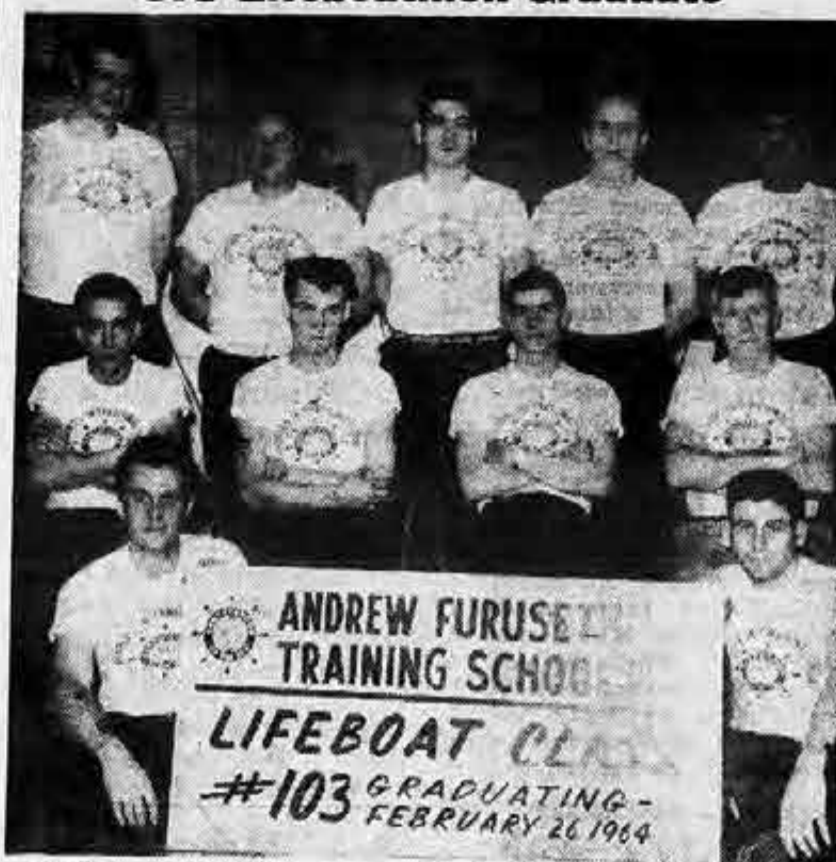
When Friend dropped into the clinic recently to be checked out he hadn't a worry in the world. He felt fine. He still hasn't a worry, now feels a lot better, and it is all because the doctors at the clinic found he has a mild case of diabetes.

It was lucky for him, Friend says, that it was discovered at the time instead of much later—too late, possibly, to do anything about it.

But, caught as it was, in its early stages, Friend's case can be easily taken care of by simple dieting.

"The diet's not bad at all," Friend reports. "They have me on 1,500 calories a day, no alcohol

SIU Lifeboatmen Graduate



Another successful group graduated by the SIU's lifeboat school has photo taken in New York. All of the men in the class earned Coast Guard lifeboat tickets. They are (front, l-r) Charles Balfour, Martin Tarpe; middle, Jon A. Maslon, Paul R. Tola, E. Joseph Cleary, Carroll Duyer; standing, instructor Arne Bjornsson, and Calvin E. Bethard, Eugene J. Sisto, Svend E. Kristensen, and instructor Dan Butts.



Bulk Ships Needed For Bulk Cargoes

One of the things that spokesmen for different parts of the American-flag fleet tend to forget is that when one part of the fleet suffers, everybody else also takes it on the chin. The fact is, the thinking of many people in our industry is so restricted to their own kind of operation that they don't even see what's going on.

Since the subsidized companies account for less than half of the US active merchant fleet, this means that most of the fleet has to turn elsewhere for assistance. The 1936 Merchant Marine Act is supposed to be for liner vessels only.

But their argument that the '36 Act has been a success — even from the standpoint of the subsidized liner companies — falls flat.

According to Maritime Administration figures, the foreign trade of the US in 1962 amounted to

293 million long tons of cargo handled by ships of all countries. Of this, 254 million long tons amounted to bulk cargoes.

The '36 Act, remember, was passed at a time when packaged cargoes were the big thing, but our import-export trade has changed a lot since those days, just like everything else has. Today, bulk cargoes—both petroleum and dry bulk like grain—account for over 87 percent of our trade.

And when you consider that only 15.2 million long tons out of all the bulk cargoes in the US export-import trade move on American-flag ships, then whatever legislation governs our foreign trade shipping cannot be classed as a success, whether its original purpose was to boost liner operations or any other type of operation.

One more statistic will bear this out.

When you break down the figures on our bulk imports and exports, you find 96 percent of all our bulk imports — the raw materials in ores and metals and petroleum that keep our industries going — come to this country in foreign-flag ships. Government figures show that over 169 million tons of cargo comes here as bulk imports, but US ships carry only about 3.6 percent of it. US liners carry less than a third of this amount.

This means plainly that we not only lack enough special ships to carry even 10 percent of our vital bulk imports, but that the only law on the books to provide specific Government assistance to the foreign trade segment of the maritime industry is altogether out of step with US trade patterns today.

That's our big beef, and is why we have to keep hollering so that we can build more ships and jobs for our members.

Union Raps

(Continued from page 3)
modity Exchange Authority, testified before a Senate appropriations subcommittee headed by Sen. Young that he believed the company was trying to manipulate prices on oats.

Hall also noted that Cargill had only been reinstated as a member of the Chicago Board of Trade on October 24, 1962, after having been out since 1940, when it was denied trading privileges. "On the basis of the record, Cargill certainly cannot claim to have the public interest at heart," he said.

Meanwhile, Cargill announced it has chartered 354,000 tons of American-flag shipping in connection with its sale of 700,000 tons of surplus wheat to the Soviet Union. The 354,000 tons represents the bare minimum of the grain sale which the US Government has announced must go on American ships. In its original sale to Hungary last year, Cargill utilized foreign ships to haul 91 percent of the total shipment after getting approval of waivers on the US-flag portion.

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



Friend

Five More Seafarers Go On Union Pension



Amelinckx Caldwell Gallaspy Pieszcuk

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

The five are Corneel Amelinckx, 86; John L. Caldwell, 63; Thomas C. Hickey, 60; William Pieszcuk, 57, and Eugene C. Gallaspy, 57.

Amelinckx, a member of the engine department since signing on with the SIU in 1945, now makes his home in Astoria, NY. He is a native of Antwerp, Belgium. He last sailed aboard the Hastings (Waterman).

Caldwell, who joined the SIU at Tampa in 1945, sailed in the steward department. He signed off the Del Mar (Delta) on his last voyage and now makes his home in New Orleans.

Hickey, New Jersey-born and now residing in Long Island City, NY, first joined the SIU 22 years ago at New Orleans and has sailed in the deck department for most of that time. His last ship was the Fairland (Sea-Land).

Pieszcuk, is a Philadelphia resident who joined the SIU in his home city in 1948, and sailed in the steward department. He plans to spend his retirement in leisure back in the City of Brotherly Love.

A native Mississippian, Gallaspy



SIU oldtimer Tom Hickey (right) receives his first monthly pension check from Welfare Rep. John Dwyer at headquarters. He started sailing with the SIU in 1942, shipping in the deck gang.

first sailed out of New Orleans in 1940 and has spent most of his seafaring in the engine department. Gallaspy now plans to make his home in Mobile, Ala.



By Al Kerr, Secretary-Treasurer

Filing For Dependents' Benefits

Since the inception of this column, Seafarers have been asked to forward any questions or complaints they may have regarding the processing of applications for various benefits to the Secretary-Treasurer's office. The result has been a small number of complaints about the processing of some types of applications, and we are currently lightening up areas of administration where these items seem to crop up.

The complaints that have come in, as far as the majority of cases is concerned, have been the result of claims filed improperly at the time they were originally submitted. Therefore, in an effort to assist the membership in filing complete applications for the various benefits they may be entitled to under the SIU Welfare, Pension and Vacation Plans, we will continue to spell out the steps to be taken in filing for each type of benefit available, and to deal with one of them at a time.

Since the dependents benefits are the ones about which we receive the most inquiries, this area seems a good place to start.

A seaman who is filing for benefits must have been employed at least 90 days during the previous calendar year, and at least one day within the past six months immediately preceding the date his claim accrued.

All of this employment must have been with an SIU-contracted company which was a part of the Seafarers Welfare Plan during the period the seaman worked for the company.

Who is termed a dependent? The "dependent" includes an employee's wife, unmarried children under 19 years of age, and any other person whom the member is entitled to claim as a dependent on his current Federal income tax return, under the US Internal Revenue Act.

Copies of legal documents establishing proof of dependency status must be filed with the Seafarers Welfare Plan office.

In order to be entitled to the dependent benefits, a patient must have been admitted to a hospital, and/or surgery must have been performed. In the event of surgery, it is not necessary that this surgery be performed in a hospital in order to be entitled to payment of this surgery benefit. The surgery benefit is paid in accordance with the Surgery Schedule for Dependent Benefits.

Any claim, as well as proof of a claim for dependent benefits, must be submitted to the office of the Seafarers Welfare Plan within 100

days of the performance of such surgery, or of the patient's discharge from the hospital.

In addition, the applicant must have, on file with the Seafarers Welfare Plan office, copies of the following or originals: An enrollment card, a claims statement (filled in on both sides and signed by the attending physician or surgeon), a marriage certificate, the child's birth certificate (if a child is involved). For any other person whom the member is claiming as a dependent, he must furnish a copy of his latest Federal tax return as proof of dependency.

In the event a claim involving a hospital or doctor bill has not been paid, then the check in payment thereto will be drawn in the name of the member and/or the doctor or hospital, whichever is involved. This then means that the member must endorse the check and that the doctor or hospital must endorse it. This procedure is used, not to create a hardship on the member, the doctor or the hospital, but to insure that all hospitals and doctors are paid in full so as to maintain a good working relationship between the various hospitals and our membership.

In the last issue, in this column, the members were informed that if they wanted to obtain duplicates of their discharges, they could secure same by writing to the Commandant of the US Coast Guard in Washington, DC. Under the latest procedure, in order to speed the processing of lost discharges, one must file with the Officer in Charge, Marine Inspection, USCG, at the nearest principal US port. The only means by which duplicate discharges will be issued is by having the seaman himself make personal contact with one of the above officers.

Any SIU member who feels there is an unnecessary delay in the processing of any welfare or pension claims should immediately call this to the attention of the Secretary-Treasurer at headquarters, by certified mail, return receipt requested. Any delay in the processing of a claim is usually due to the absence of necessary information or documents which are required before a claim can be processed.

Agriculture Dept. Nixes 'Company Union' Ouster

WASHINGTON—The Agriculture Department has flatly refused a demand by the American Federation of Government Employees, an AFL-CIO union, that the department withdraw its formal recognition of another group, the Organization of Professional Employees of the Department of Agriculture.

Aides of Agriculture Secretary Orville F. Freeman rejected the union's demand in a letter to union officials. The AFGE filed a formal complaint with Freeman last year demanding withdrawal of the Department recognition of the OPEDA. The union charged that OPEDA is "sponsored, controlled and assisted by the agency management," and was recognized by the agency although AFGE had won exclusive bargaining rights for the Department's 1,500 meat inspectors. AFGE charged the Agriculture Department with running a "company union."

The letter from Freeman's aides to the complaining union admitted that the chairman of the Civil Service Commission had generally supported the union's complaint against OPEDA, holding that OPEDA's statements of purpose were "not adequate to clearly establish its eligibility for recognition as an employe organization" within the meaning of an applicable Executive Order of 1962.

That order upholds the long-standing prohibition against strikes by Government workers, but clarifies and strengthens the rights of employe organizations to bargain with the Government and provides authority for departments to extend recognition to such bargaining groups.

The AFL-CIO Maritime Trades Department had declared an all out drive to oust Freeman from the department because of his anti-labor attitude. In addition to the AFGE charges, and Freeman's recent action in getting a Restaurant Worker's Union waitress fired from her job at the United Nations dining room in New York, the MTD has also pointed out other anti-union activities of the Agriculture Department.

These include showing anti-union bias, raising obstacles that keep American-flag shipping from achieving a 50-50 share of Government cargoes as provided by

the Cargo Preference Act, with trying to defeat the Act, and for issuing a staff paper carrying anti-union quotations and articles.

Job Preference For Stewards Set June 15

NEW YORK — Chief stewards shipping out of the Port of New York will receive job preference after June 15, 1964, if they have completed refresher courses under the Steward Department Recertification Program.

The announcement of the job preferences for chief stewards was made by the Seafarers Appeals Board two weeks ago.

The Steward Department Recertification Program was initiated in 1962 in the Port of New York, offering a refresher school for SIU chief stewards. Since the school is conducted only in New York, the SAB has ruled that this is the only port where the job preference provided for in the shipping rules can be put into effect.

Holders of Certificates of Recertification from the Steward Recertification Program are permitted job preference under the shipping rules in the contract between the Union and its contracted operators.

The steward school features both classroom and field work in an attempt to upgrade the skills necessary for a chief steward's rating. The next class is scheduled for March 30-May 8, and the following one for May 18-June 26.

Steward department personnel who have at least three years of seafaring in a rating above third cook can get further details by contacting Earl Shepard, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, NY.

MFOW Agent Dies In Crash

SEATTLE — Bud Haley, port agent here for the SIU-affiliated Marine Firemen's Union, was killed last month in the crash of a small private plane.

Haley, who was 39, died on February 13 when the plane in which he was riding with a pilot and two others reportedly took a sudden nose dive off West Point and crashed into Puget Sound. Government investigators were unable to reach any conclusions on the cause of the crash, based on preliminary examination of the wreckage.

A father of four young daughters, Haley had just recently been elected as port agent for the Marine Firemen, Ollers & Water-tenders here, after serving for a number of years as MFOW patrolman in the port. The MFOW concluded its regular elections just a short time prior to his death.

Pending arrangements for a new election to provide a replacement, Blackie Bruett is currently filling in for Haley as port agent.

Survivors include Haley's wife Joy, and their four daughters, Julie, Jana, Donita and Linda.



Meany Warns US On Shipping Loss

WASHINGTON—AFL-CIO President George Meany has warned that the US may no longer be on the seas with a merchant fleet if the present trend continues, and has recommended that the Government "look into the entire merchant marine picture to see where we are going."

Meany made it a point that his remarks on the future of the merchant marine were not directly related to the questions surrounding the shipment of US grain to the Soviet Union in American-flag ships. The AFL-CIO President made his remarks in a recent press conference held at Bal Harbour, Fla. Meany said that American seamen had bettered their wage and working conditions in recent years and that there is no question that foreign-flag vessels can underbid American-flag ships.

"It is no answer to cut wages," Meany said, and suggested that possibly the only answer was Government "subsidies as are presently being paid in trans-Atlantic passenger service." He noted that in both World War I and II this country was in a critical state with an

inferior merchant marine, and "we can expect a serious crisis in the future if we permit the same thing to happen again."

AFL-CIO Council Action
In other action, the Council called on the Federal Government or Congress to investigate the impact of multi-company ownership of crude oil and oil products pipelines which, the Council said, is creating a monopoly situation.

The Council also adopted a resolution asking that a Polaris nuclear submarine be named after Samuel Gompers, founding president of the American Federation of Labor.

Finally, the Council called for united labor support for three major strikes: the Office Employees International Union's struggle with the US Book Exchanges; the Amalgamated Clothing Workers strike against the H. I. Seigal Co., and the Printing Trades fight with the Kingsport Press.



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

Shipping On Upswing In Most Ports

Now that the tugboat strike is over in New York shipping can really be expected to pick up. The first two weeks in March have already shown an upswing, as we paid off 17 ships, signed on 6 and had 24 ships in transit.

On the legislative front, bills to abolish the Waterfront Commission of New York Harbor have been introduced in both the New York and New Jersey Legislatures. The SIU and the Maritime Trades Department are fully behind the ILA in its fight against the Waterfront Commission which in its ten years of existence has put burdensome restrictions on the conduct of ILA affairs.

Wallace (Mad Bear) Anderson is back with us in the New York hall and he's ready to ship out again. Mad Bear is his Indian name and he recently registered in New York after returning from the Tuscarora Indian reservation, where he is very active in Indian affairs. Also on the beach here in New York is Jimmy Byrnes, who paid off on the Columbia, where he was the ship's delegate. Arnie Edawall, who's still aboard the Yorkmar, dropped around the New York hall recently to say hello to his former shipmates and to find out how things are going in the Union.

Shipping is very good in Boston and should get even better. The Chlore is loading grain for Russia and two more SIU ships are expected in Boston shortly to load grain for the USSR.

Some of you fellows might have read in the newspapers about the plane crash that occurred on Castle Island, right near Boston. A Cargo plane mistook the island for the Boston Airport and crashed into the dock where 20 ILA men were working. Fortunately they got away just as the plane was about to crash, but the plane's pilot and co-pilot and navigator were killed.

Two pensioners who are frequent visitors to the Boston hall are Sam Bayne, who last signed off as steward on the Orion Hunter and Lindsey MacDonald, whose last ship was the Orion Clipper. Both fellows are rarely seen without a straight flush in their hands, as they are considered two of the leading card players in the Boston hall.

A real tough beef was settled recently in the Philadelphia-New Jersey area when the Retail Clerks agreed on a new contract with the Food Fair supermarket chain. The strike by the 4,000 members of the Retail Clerks began on February 13 and had the full backing of the SIU.

The Philadelphia SIU United Industrial Workers have signed new contracts with Hussmann Refrigeration Company, Alumacraft, Repco Products, Southwark Cooperage, Fox Iron, Paulsen Webber and Yankee Plastics. Contract negotiations with three other companies—Century Tool, Trojan Home Equipment and A. A. Gallagher are presently being conducted.

One of the oldtimers on the beach in Philadelphia is Andrew Flaherty, who signed on with the SIU when the Union first began. Andy was recalling recently the days when a seaman had no health or welfare protection, and compared conditions those days with what the SIU has today. Another oldtimer on the beach in Philadelphia is Ray Obidos who joined the SIU in 1945 and still sails as chief steward. Ray last signed off the Globe Carrier.

A lot of the fellows who signed off the Globe Progress recently, including Lawson Evans, have been talking about the drum-playing of wiper Phil Lauer. The word is that Phil can really bang out a mean beat on the drums and that he really entertained the other crewmembers on the ship.

Shipping has been very good in Norfolk with ships coming in on a regular basis to load grain for Russia. Norfolk is the place to go if you want to ship right away, as all the men on the beach have been shipped and the outlook for shipping for the next few weeks is very good.

One of the real SIU oldtimers, Marion Luska, just got out of the hospital recently and is fit for duty and ready to ship out of Norfolk. Julian Wilson, who's been a member of the SIU for 19 years, had to leave the New Yorker and was saying how he hated to get off the ship because it was such a good overtime ship. Hugh Meacham and Norman Wroton have been around the Norfolk hall recently and Norm said it was good to get home to see his family after six months on the National Defender. Jerry Wood, who also signed off the National Defender, made good use of the 18 days the vessel was laid up in a Japan shipyard. Evidently Jerry met a nice gal there because he says he's going back to Japan to get married.

Shipping has been fair in Baltimore for the past few weeks and the outlook for the immediate future looks fair. The Marymar, Spitfire and Santore are tied up in Baltimore and they should be able to crew up within the next two weeks.

Warren Messenger, who's on the beach in Baltimore, said that in his last ship, the Alcoa Voyager, they hit a submerged object in the Mediterranean while bound from New Orleans to Karachi and Bombay. Warren says that they never found out what the object was, but that the ship lost half of its propeller, and had to trudge along at five knots until they reached Malta. While there, a diver went down and cut the opposite blade to equalize it to reduce the vibration. According to Warren, the Voyager travelled at reduced speeds for the remainder of the voyage, but made it back to Mobile without further mishap.

Also on the beach in Baltimore is Ray Bowman who was on the Alcoa Commander and decided he needed a change in scenery. He is now registered, looking for a different run.

Shipping down in Puerto Rico has been good for some time and is maintaining an even keel. The SIU recently won an election there at the MacNamara Construction Company and contract negotiations are now being held. The SIU also signed a new contract with Corona Sales calling for a big improvement on both wages and working conditions. Ed Carlough Jr., the organizing director of the Sheet Metal Workers, was down in Puerto Rico recently and he stopped at the SIU hall to pay a visit. The SIU of Puerto Rico is continuing its growth and has shown a sizable membership gain within the last few years due to an intensive organizing campaign.

RMR Opens Nominations For Offices

JERSEY CITY—The nominating period for the election of officers of the SIU Railway Marine Region started this week and will continue until March 31, 1964. The election of officers will take place in June in the four cities where the RMR maintains offices.

Posts to be filled in the election are those of regional director, assistant regional directors in Norfolk and Jersey City, and a chairman for each of the nine railroads covered by RMR contracts. Regional officers are elected to three-year terms.

Qualifications for nomination, as listed in Article VIII of the Region's constitution, are three year's RMR membership in good standing and US citizenship. Candidates who wish to stand for election must notify G. P. McGinty, Regional Director, in a written, signed statement which must be received at RMR headquarters, 99 Montgomery Street, Jersey City 2, N.J., by midnight, March 31.

Included with the statement must be a signed copy of a certificate of their eligibility required by the Landrum-Griffin Act. Details of the information required in the certificate and the statement are available in the notices which have been posted in RMR halls.

The election will take place over a two-day period in each of the four cities where the RMR maintains offices. The balloting will run from 6:00 P.M.-7:30 P.M. on the first day and from 9:00 A.M. to 5:00 P.M. on the following day.

Dates of the election are as follows: Jersey City, June 15-16; Philadelphia, June 16-17; Baltimore, June 17-18 and Norfolk, June 18-19.

NY Labor Raps Proposed Blue Cross Rate Hike

NEW YORK—A request to raise the premium rates of Blue Cross by 22 to 25 percent here and in 12 adjacent counties has met with firm opposition by the New York State Labor Council, AFL-CIO.

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

"In the past and up to the present," the AFL-CIO declared, "the AHS board of trustees has been under the complete control of the presidents and directors of hospitals, the very institutions which stand to benefit from the payment of claims submitted to Blue Cross for services rendered subscribers."

"It is almost too much to expect the AHS board of trustees to be able to carry out its primary responsibility to Blue Cross subscribers, that is, keeping hospital costs at a minimum by strict policing of hospital operations, when the overwhelming majority of the trustees making the rules and conducting the check on operations of hospitals are the same individuals who are officials of hospitals being policed."

The NY State labor group noted that other "non-hospital-con-



SIU Inland Boatmen's Union oldtimer Daniel O. Selby (right) picks up his first \$150 monthly pension check at Norfolk hall from IBU Rep. Steve Papuchis. Selby last worked for IBU-contracted Gulf Atlantic Towing Corp. as a tankerman. He is the 11th IBU man to retire on pension in the Norfolk area.

Four Tug Veterans Retire On Pensions

NEW YORK—Four new names have been added to the pension roster of the SIU Inland Boatmen's Union, bringing the total number of retirements in the IBU so far this year to eight. The newcomers approved for \$150 monthly pension benefits by the trustees represent one oldtimer out of the Gulf and three from the Atlantic Coast area.

Three of them—Earl C. Carver, 66; Joseph J. Quillin, 65, and Samuel Roman, 65—qualify for normal pensions. Oldtimer Daniel O. Selby, 63, retired on a disability pension.

Brother Selby sailed as a tankman for Gulf Atlantic Towing Corp. before retiring recently with regular monthly IBU disability pension benefits. A native of



Carver



Quillin

North Carolina, Selby makes his home in Belhaven with his wife Edna. Selby joined the SIU-IBU in Norfolk in 1960.

An Army veteran of World War One, Brother Carver became a member of the SIU-IBU when he joined in Houston in 1951. He has been employed as an engineer with G & H Towing for the past 20 years. A native of Iowa, Carver now makes his home at Houston, Texas, with his wife Mabel.

Brother Quillin is a native of Pennsylvania who migrated to New Jersey where he now makes his home at Franklinville with his wife Ruth. An employee of P. F.



Roman

Martin Company since 1950. Quillin held the rating of oiler. During World War One, he served his country in the Army. The way was paved for his present retirement on a SIU-IBU normal

pension of \$150 monthly, when he first joined the Union at Philadelphia in 1960.

With 38 years of tugboat work under his belt, Brother Roman is retiring with the aid of a normal IBU pension. A native of Yugoslavia, he presently makes his home at Huntington, Philadelphia with his wife Mary. Since 1941 he has been employed by Curtis Bay Towing where he sailed as a cook. His Union membership began in 1960 when he joined the IBU at Philadelphia.

REMINDER FROM

SPAD

CHECK THE PROVISIONS IN YOUR STATE FOR ABSENTEE VOTING



REMEMBER TO VOTE!



By Lindsey Williams, Vice-President, Gulf Area

MTD Maps New Gulf Conference

The SIU hall in New Orleans will be the site next week of the first Gulf Area meeting of the Maritime Trades Department, AFL-CIO. Each of the maritime port councils in the ports on the Gulf Coast will be represented by three delegates who will set up a permanent Gulf-wide organization.

It was anticipated that such an organization will provide for better communication between the various port councils and would strengthen the position of Seafarers and Longshoremen in bargaining sessions this year.

Meanwhile, the general election in Louisiana produced some surprising results.

Democrat John J. McKeithen was elected over Republican Charlton Lyons as had been predicted. However, the Republicans made an even stronger showing than the experts had predicted. McKeithen received 469,184 votes. Lyons had 297,947, for the strongest showing of any Republican in Louisiana since Reconstruction days. Thomas S. Williams, the States Rights' candidate, had a meager 5,793 votes. The total of 771,924 cast set a new high in Louisiana for the number of votes cast in a gubernatorial general election.

The Republicans carried five parishes for Lyons and four out of 17 wards in New Orleans. In Lyons' home city of Shreveport, Republicans also elected two candidates to the State House of Representatives. These were the first Republicans to be elected to the Louisiana legislature in the 20th century. The shake-up in Shreveport resulted in the defeat of Democrat Welborn Jack, veteran legislator who had the dubious distinction of being one of the most rabidly anti-labor members of the House. This change left the Shreveport House delegation made up of three Democrats and two Republicans.

In New Orleans, property owners approved a \$14.5 million bond issue which was supported by the AFL-CIO and the Orleans Maritime Trades Council. Public works to be completed with the bond funds include roadways to open up the new Mississippi River-Gulf Outlet for industrial development. This is certain to stimulate shipping in the port in the foreseeable future.

Seafarers in Houston have crewed up a newly-acquired vessel, the SS Ridgefield Victory, operated by Columbia Steamship Company. This ship is enroute to India with a cargo of grain.

The Retail Clerks have organized the A&P stores in Houston. The union and management recently signed a three-year wage contract providing for wage increases, paid vacations and a health and welfare plan.

Luckily, no one was hurt when the Steel Seafarer (Isthmian) was in a collision with the M/V Zeta, a Yugoslavian, in the foggy Mississippi River near New Orleans. The Steel Seafarer was outbound coastwise to New York to sign on, and thence to India. Damage to the SIU ship was confined to several plates on the starboard side in the vicinity of the No. 1 hatch, to the chain rail which was swept away and some slight damage to the bridge. It was sufficient, however, to delay her sailing for about a week as the ship had to be returned to New Orleans for repairs.

SIU inland boatmen also got off lucky when no one was injured in a collision between the Navy destroyer Perry and a sulphur barge, the Blue Stack 93, in Tampa Bay near Egmont Key during a heavy fog. The barge, which was being towed at the time by the SIU-IBU-manned tug Abbe R. (Coyle Lines), broke in half and partially sank. The destroyer had a 20-foot long gash in the bow just above the waterline.

From Tampa comes word that some Seafarers who make their homes in that area, are waiting for the SS Elie V to recrew. These include P. B. Gladden, Charles Barone, Buster Costine and Gerald Lima. The ship was expected to recrew and go to New Orleans to take on a cargo of grain for India.

Among those making the job calls in Houston were Nicholas Mavrantonis who is looking for an oiler's job on a coastwise run. Harry Houston, who last paid off as chief steward on the Walter Rice, is ready to go again and is looking for another steward's job. Harry used to ship out of Mobile and New Orleans but he is now buying a home in Houston. Another ex-Mobilian who is buying a home in Houston is Ravaughn Johnson who is registered in the deck department. He last paid off the Cities Service Norfolk in Lake Charles. Allen Myrex has been trying to sweat out a dayman's job on a coastwise tanker. He says if one does not hit the port soon, he will throw in for the next grain ship bound for Russia.

Curley Moyd who has been working ashore at the SIU-UIW-contracted Mobile Ship Repair Yard, serving as union shop steward, has registered to ship in group 1 of the deck department. The Mobile yard has about completed a contract to build four small tugs for the Navy. Moyd last sailed bosun on the Wacosta. He says his ambition is to save enough money to open a fishing camp at the location he has in mind near Mobile. Kinney Lewis reports he is fully recovered from a mild heart attack suffered as bosun on the Del Santos and is looking for another bosun's job.

John M. Lamb paid off as 2nd electrician on the Alcoa Mariner and plans to stay at home with his family in Mobile for a couple of months. Tobey Buttmer and his wife have just moved into a new home in Mobile. He has been sailing out of the Gulf for the last 15 years. Chris Markris is waiting for a night cook & baker's job. Chris says his favorite pastimes are playing poker and baking. W. J. Miles who last paid off the Monticello Victory, which he rated one of the best ships he has ever sailed on, is ready to ship out after visiting friends and family in Prichard where he makes his home.

Some oldtimers who were on hand for the March meeting in New Orleans were Albert Throne, Charlie Nuber, John Gersey, Big Jim Hand, Philip O'Connor, Blackie Foster, Tony Garza and Joe Fazio.

Tariffs Menace To US, Declares Shipping Official

NEW ORLEANS—Capt. J. W. Clark, president of the SIU-contracted Delta Steamship line, sounded a note of alarm in a recent speech before members of the local Executive Club, concerning the adverse impact

of new economic alignment on established ocean trade routes.

The shipping official pointed out that "things will be getting worse before they get better."

"The chicken war," he explained, "is only symptomatic of a much more serious problem. US-to-Europe flour trade has been virtually eliminated by recent heavy tariff duties imposed by the Common Market. West Germany is actually exporting larger quantities of grain to Iron Curtain countries than we are to our European markets," he said.

"Of even greater significance," Clark continued, "is the proposed Common Market external tariff on rice imports."

"So far, we haven't felt the full effect of the protectionist policies of the European Common Market, as last year was an extremely poor crop year for Europe and our agricultural products continued to move in substantial volume to European ports," Capt. Clark said.

"We can only hope that negotiators at the multi-lateral tariff negotiations which begin May 4 in Geneva will successfully protect American interests."

"Personally, I feel now is a good time for reappraisal of our participation in multi-lateral international organizations," said the captain.

In previous years, the US has benefited greatly from the export of manufactured goods, but the trend has been reversed. First

Europe and Japan cut into our markets because of cheaper labor costs. Finally, the ultimate situation has arrived in which we are importing articles in direct competition with our domestic products.

Contributing to the situation is the fact that many American manufacturers have built plants overseas and no longer rely on shipping lines.

Also cited by Captain Clark as future impediments to free trade are budding trade blocs in Africa and Asia. In order to counter these impending problems, Clark advocates the stepping up of efforts by US shipping and industrial interests to foster American overseas commerce.

SUP Marks 79th Year

SAN FRANCISCO — The granddaddy of all maritime unions, the Sailors Union of the Pacific, reached another milestone this month. On March 6 the SUP celebrated its 79th anniversary of continuous existence as a seamen's union.

March 6, 1885, was the date of the open air meeting of a few hundred seamen at Folsom Street wharf here, that gave birth to the Coast Seamen's Union, as it was then called. Seamen on the coastwise schooners were aroused by the action of shipowners in ordering a reduction of their wages.

Although previous maritime unions had all failed, 222 men present signed up in the new organization and collected \$34 in a tarpaulin muster so that they could rent the Irish-American hall for a more formal meeting the following night.

The site of the historic Folsom Street meeting is now marked with a monument of Andrew Furuseth who was chosen leader of the new union two years later and led the fight to free both American and foreign seamen from virtual serfdom.

Under Furuseth's leadership the SUP successfully fought through major strikes against the shipowners and the California Employers Association. It also promoted the McGuire Act, the White Act, the 1915 Seamen's Act, the Jones Act and other Federal legislation which was designed to give seamen full rights.

The SUP took the lead in formation of the Seafarers International Union of North America and the present SIU-AGLIWD in 1938.

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

The INQUIRING SEAFARER

QUESTION: In what country have you found the people to be least friendly to Americans?

Pablo Dolendo: The worst place I've been in was Indonesia.

I was there about two years ago, and they wouldn't even let us down the gangway. When we finally did go ashore for a couple of hours the local officials put restrictions on what we could buy.

Frank Gallick: The country where they are the most unfriendly to Americans is Egypt.

It's a real war-like place and the anti-semitism they peddle makes things that much worse. The police officials there make the seamen leave their papers at the gangway which is a violation of Coast Guard regulations.

Casimer Gantelli: France is probably one of the worst as far as unfriendly places go.

There's a lot of anti-American feel-around, although the people themselves might be okay. A lot of the resentment might be caused by the different way their economy operates.

Frank Wynans: I couldn't make up my mind between Pakistan and Egypt.

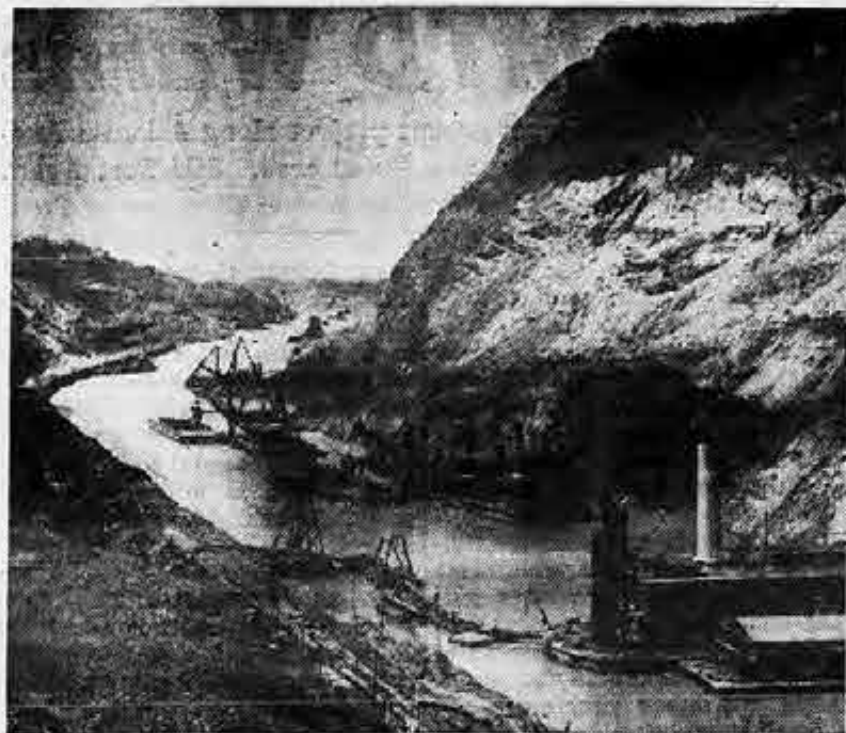
In Pakistan everytime the police think you're carrying a few extra cigarettes, they'll search you like a criminal. Egypt is really bad—you can't walk the streets alone. If you do, they hit and roll you or start throwing rocks in your direction. Egyptians just don't like Americans.

C.O. Deer: The most unfriendly place I've been to is France.

The people there give you a lot of bull when you talk to them. I've been shipping there since 1912, and some Frenchmen turn out to be very friendly. I just don't trust the officials.

Juan S. Rueda: The place they really hate Americans is Argentina, especially in Buenos Aires.

I don't know why it is, but they always call Americans names when we meet them. The first chance they get, they'll grab you and beat you up. After the first few times we docked there, I got so disgusted that I wouldn't even get off the ship.



The view looking north from west bank of Culebra Cut shows dredges operating in "Cucaracha Slide" and Canal channel a few months before Canal opened. First official passage of the Canal was made by SS Ancon on August 15, 1914.

Few engineering achievements of modern times rank with the construction of the Panama Canal. Building of the Canal took 34 years of work, shot through with heartbreaking setbacks; floods, earthslides, hurricanes and raging epidemics. Successful completion of the Canal ranked as a great forward step in medicine as well as in engineering, because it was at Panama that the first battle against yellow fever and malaria was fought and won.

In order to build the Canal, engineers had to excavate 240 million cubic yards of earth to make a cut slightly over 40 miles long and at least 41 feet deep overall. They had to create an artificial lake and construct three massive sets of locks to lift ocean-going vessels 85 feet across the continental divide in the midst of a steaming jungle.

While Panama is known affectionately as the "Big Ditch" that nickname could better be applied to Suez. The latter is a huge sea-level ditch, whereas Panama is a liquid stepladder climbing the hills.

It was the attempt by the French promoter, deLesseps, to build a "big ditch" at sea level as he did at Suez that held up completion for many years. The French struggled valiantly for seven years, from 1880 to 1887. They excavated 72 million cubic yards in their vain attempt.

What began as a champagne celebration when the first shovelful of Panamanian soil was turned on January 1, 1880, soon ran into difficulties. A yellow fever epidemic struck in 1881, the forerunner of sicknesses that took 5,527 lives in eight years. An earthquake in 1882, floods and periodic rock slides dropped tons of earth and rock back into the excavation.

When the Americans took over it was decided to build a lock canal. Congress authorized the work in 1900, but it wasn't until April, 1907, when a commission headed by Lieutenant Colonel George Goethals took charge that work proceeded at a fast clip. The Gatun Dam, 1½ miles long and 500 feet thick through the bottom, was completed in 1913, as were the locks. Meanwhile, Dr. William A. Gorgas attacked medical problems with such effect that there was not one case of yellow fever after November, 1905.

Opening of the canal was scheduled for October, 1913, but two million cubic yards of earth and rock avalanched into the channel and had to be cleared. The first commercial passage was in May, 1914, months before the official opening.

Building of a lock canal reduced the threat of landslides in that the canal is 85 feet higher than it would have been otherwise. But the lock construction is vulnerable to air attack. As a result, alternate sets of locks were built during World War II.

'The Big Ditch' 50 Years Later

Of the total tonnage transiting the Panama Canal today, 96 percent originates in or is destined for countries in the Western Hemisphere, according to an official compilation of cargoes covering the fiscal year 1963, which ended last June.

Although only about 13 percent of the foreign waterborne cargo of the US makes the Panama Canal transit, about 65 percent of the total commercial cargo lifted through the Canal during the fiscal year either originated in or was destined for US ports. Therefore, from a commercial as well as a military standpoint, the Canal continues to be of great importance to the US.

The US flag still runs first, as it has since the Canal opened in 1914, among merchant vessels of maritime nations using the waterway. Percentage-wise, however, the Canal is just as important to the economies of many Latin American nations.

For example, 88 percent of Ecuador's waterborne exports pass through the Panama Canal as well as 77 percent of her imports. The same is true for 81 percent of the imports and 78 percent of the exports traveling to and from Peru.

Over 80 percent of the waterborne foreign commerce of Chile passes through the Canal as well.

The continuing and growing importance of the Panama Canal to the commerce of the Western Hemisphere can be seen in the fact that during 5 of the past 6 years, records have been set in Canal traffic.

These figures tend to explain why the current difficulties between the US and the Republic of Panama over the Canal Zone have stirred little interest outside the Western Hemisphere and the Organization of American States.

In the Suez crisis of 1956, international commerce was more involved and the problems in Suez stirred world-wide concern. The Panama situation, however, has been pretty much ignored by nations outside the Western Hemisphere.

Another surmise which can be drawn from the relative disinterest

in the Panama Canal situation by nations outside this hemisphere, is the fact that the Monroe Doctrine is not dead, as some would have us believe.

The Suez crisis of 1956 involved many nations, including the US, Russia, China, Britain, France and, of course, the United Arab Republic and Israel, among others. The dispute eventually led to armed action, which resulted in the Suez Canal being closed to shipping for six months. Many Seafarers who were forced to make the trip around the Cape of Good Hope to get from the Mediterranean to the Middle East will recall those days.

The Panama Canal dispute, being basically an internal matter within the Western Hemisphere, shows little sign of growing to the vast proportions of the Suez dispute. It has still stirred interest in the possibility of digging another canal at some point across Central America. This would most likely be a sea-level canal, which would not require transiting vessels with the aid of locks while going from ocean to ocean as is now necessary.

Although no definite action has been taken on such a project, studies are presently planned on the feasibility of a new canal in several locations from Mexico to Colombia.

Talks Urged By AFL-CIO In Panama Canal Dispute

WASHINGTON—The AFL-CIO has urged the US Government to review and discuss with the Panamanian government the issues stemming from the treaty governing the use of the Panama Canal, declaring the solution of these problems is "most urgent."

The federation's Executive Council adopted a statement on Panama declaring that the recent events in the Central American country are a test of "our policy of true equality and inter-American solidarity."

The statement called for discussions and negotiations through normal diplomatic channels "and not under the threat of street demonstrations" to normalize political, social and economic relations. The council deplored flag-flying incidents in the Canal Zone and the violation of a joint flag-flying agreement by U.S. citizens living in the Zone.

The recent disturbances in the Panama Canal Zone, which led Panama to break off normal diplomatic relations with the US took on added seriousness because of the large number of American-owned vessels which are registered under the Panamanian flag. The bad feeling generated, and especially the break in diplomatic relations, placed grave doubts on the effectiveness of US control over this runaway tonnage in times of emergency. There are 116 American-owned vessels registered under the Panamanian flag which include 21 dry cargo ships and 95 tankers.

Advantages of Panamanian registry to the runaway owners include tremendous tax advantages and a supply of cheap labor without the protection of labor unions. Seamen working aboard runaway ships are denied almost every protection enjoyed by American seamen. Wages are low, hours are long, safety standards are minimal. Welfare, vacation and pension benefits are unheard of.

The AFL-CIO statement noted that as early as January 1949, U.S. and Latin-American trade unionists investigated conditions in the Canal Zone and made recommendations later approved by the Executive Council of the former AFL—including a policy of equal pay for equal work and extension of welfare benefits and opportunities to all workers in the Zone, especially to those of Panamanian nationality. The council added:

"Although a number of these recommendations have since been partially adopted, this has, in many instances, been only a token rather than a complete fulfillment of the legitimate Panamanian aspirations."

Ask Congress To Rush Study Of New Canal

WASHINGTON — Congress has been urged to begin a study immediately to determine if a sea level canal linking the Atlantic and Pacific oceans can be built to replace the present canal through Panama.

At a hearing before the Senate Commerce Committee, chairman Sen. Warren G. Magnuson (D-Wash.) said the proposed studies were "not anything of a political emergency. We need a second canal now no matter what happens," he said. Magnuson stressed that the still unresolved dispute between the US and the Republic of Panama had nothing to do with the proposed canal-project studies.

Also testifying at the hearings, which heard testimony on bills to authorize feasibility studies of such a project, Deputy Defense Secretary Cyrus R. Vance stated that the current difficulties between the US and Panama over the present canal emphasize the advisability of early consideration of a final decision on an alternative sea level canal.

Ever since the crisis in Panama there has been a great deal of interest within Congress for using nuclear explosives to dig another canal across Central America. However recent testimony before the Joint Congressional Committee on Atomic Energy indicated that it would take another 15 to 20 years to develop the necessary "hardware" for the job.



Workmen are dwarfed by huge concrete structures rising in the Miraflores locks, as builders slice through massive hills. The scene is looking north from west bank on August 16, 1912.

SIU Ship Will Host Trade Fair

NEW ORLEANS — The SIU-manned Del Sud (Delta) has been officially designated as America's first floating trade exhibit. The announcement was made by International Ship Fair Inc., which will act as consultants for the duration of the Del Sud voyage scheduled to begin in May.

The announcement by International Ship Fair confirmed an earlier report that the Del Sud would be turned into a floating trade ship that would carry displays of United States-manufactured products to South American ports.

Before leaving on her South American voyage, the Del Sud is scheduled to be the feature attraction at the 19th Mississippi Valley World Trade Conference, to be held here on May 11-13.

Will Display Products

At the trade conference, the Del Sud will show her display of products from many large mid-American manufacturers. The exhibits on the Del Sud were donated to the Mississippi Valley World Trade Council by the Delta Steamship Lines.

On the termination of her New Orleans exhibition, the Del Sud will sail for South America on May 16. Ports of call that have been arranged to allow South Americans to see United States-manufactured products include Rio de Janeiro, Santos and Paranagua in Brazil; Montevideo, Uruguay; Buenos Aires, Argentina; and the Netherlands West Indies island of Curacao.

This avenue of trade expansion promotion was first undertaken last year by the Japanese and Australian governments, in conjunction with private enterprise. The results were favorable in both instances, with the particularly successful Japanese ship Sakuru Maru returning home with contracts for \$15 million in Japanese goods.

Lakes SIU Tugmen Aid Salvage Job

BALTIMORE — Ceremonies marking the "first" voyage of the newly-renamed British freighter Concordia Lago were conducted here recently when she arrived with a cargo of automobiles.

Formerly known as the Montrose, the freighter was given a second lease on life after colliding with a barge in the Detroit River channel and sinking in 40 feet of water on July 31, 1962.

After she had been lying on her side for more than three months, Merrit-Chapman and Scott salvage boats refloated the vessel for repairs. Many of the participating vessels in the Detroit River operation were manned by the Great Lakes Tug & Dredge Region members of the SIU Inland Boatmen's Union.

During the time that the ex-Montrose was on the bottom, traffic in the channel slowed to a crawl since the soundbound shipping lane was blocked.

Traditional "maiden voyage" gifts were presented when the newly-named Concordia Lago arrived at Dundalk Terminal here.

Job Rights Vital, Hub MTD Warns

BOSTON—The SIU has insisted that sponsors of the proposed \$800 million redevelopment project along Atlantic Avenue here make specific provisions in order to protect the jobs of maritime workers in the affected area. SIU Port Agent Edward Riley and representatives of other waterfront unions expressed their views to the Greater Boston Chamber of Commerce, after the unions were asked to give their backing to the huge building plan.

Riley said he was dissatisfied with existing plans because they did not provide specifically that excursion boats in the area would be operated by union members once the project was built. He also questioned the wisdom of allowing private interests to erect a huge project in an area where

there is still a shipping potential.

"We want to make sure that the jobs of union members are fully protected before we back this project," Riley said. Patrick King vice-president of the Masters, Mates & Pilots; James Acker, president, SIU-affiliated Atlantic Fishermen's Union, and Patrick Connolly, representing the Maritime Port Council of Greater Boston, also asked for further consideration of the

needs of maritime workers.

Sponsors of the project have promised to sit down with the labor delegation in order to reach an agreement. The key to the overall project is legislation that would allow the Boston Redevelopment Authority to take certain tidelands on the waterfront by eminent domain.

The tidelands proposal would allow the BRA to grant irrevocable licenses to private investors putting huge amounts of capital into the project, which includes plans for an aquarium, high-rise apartments and other structures. The legislation is being heard by the state committee on harbors.

Meanwhile some 600 fishermen on boats operating from this port are now bargaining on a new contract that runs until December 15, 1965.

The fishermen, members of the Atlantic Fishermen, began casting

secret ballots at union headquarters here on Monday, March 9, on the question of ratifying a new pact. Details of the agreement were worked out in the offices of the Federal Mediation and Conciliation Service after the fishermen authorized a strike ballot. The local voting is to be completed today, March 20, according to Ackert.

Highlights of the contract include an increase from \$5 to \$7 a day in sickness pay, and an increase from \$12 to \$18 a day when the fishing boats are discharging their catch in port.

The agreement also will cover either an increase of half of one percent in the employer contribution to the health and welfare fund, or elimination of deductions that crewmembers contribute toward the upkeep of radar and sounding machines.



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

Money Draws; Duties Of Pumpman

A couple of letters on the subject of money draws in foreign ports have reached the Contract Department recently. One of those requiring a clarification on the subject was from Seafarer Rudy DeBoissiere, ship's delegate on the freighter Transorient. His question was the following:

Question: According to the Freightship Agreement, Article II, Section 28, Money Draws in Foreign Ports, money shall be given to the crew every five days, except Saturdays and Sundays. Shall five days' waiting time include Saturdays and Sundays as part of the five-day waiting period?

Answer: Yes. Saturdays and Sundays are to be included when counting the five-days between each crew advance. As stated in the agreement, the master will not be required to put out a draw on Saturday or Sunday. Therefore, if the five-day period ended on a Saturday, you would not be entitled to a draw until Monday.

Reference: Standard Freightship Agreement, Article II, Section 28—Money Draws in Foreign Ports. "Monies tendered for draws in foreign ports shall be in United States currency, falling which, travelers' checks shall be issued at the company's expense. When American money is aboard, crew advances shall be put out the day before arrival in port. Upon request, the unlicensed personnel shall be granted advances at least once every five days, except on Saturdays, Sundays and holidays, while the vessel is in port. Such advances shall be made available to the crew not later than 4 PM."

~ ~ ~

Brother V. A. Lawsin, engine delegate on the tanker Orion Clipper, has a few questions on operations in his department.

Question No. 1: Who is supposed to start and secure the butterworth system on this type of vessel?

Answer: This is considered a routine duty of the pumpman.

Reference: Standard Tanker Agreement, Article IV, Section 10—Pumpman. "The pumpman's duties shall consist of handling cargo, ballast and tank equipment, including all work necessary for the operation and maintenance of cargo pipe lines, room heating system and all deck machinery, including tank gear on deck, dogs on watertight doors, and ports and lifeboat davits. He shall not be required to do ordinary engine or fireroom work, except in line with his regular duties such as steam lines, cargo lines, etc. If the pumpman is required to enter the tanks to make repairs to pipe lines or valves after tanks are gas free and have been cleaned, he shall be paid at the overtime rate. Otherwise, he shall be paid in accordance with tank cleaning rates. While working in tank, no other overtime shall be paid. He shall not be required to paint, firebrush, chip, scale, or do any polishing work without the payment of overtime. Notwithstanding any other provisions in this agreement, when the pumpman is required to make repairs in tanks, he shall be paid for such work in accordance with this section.

"If the tanks are not butterworthed, ventilated, and mucked on dirty oil ships, clothing allowances shall be paid to any member of the unlicensed personnel who enters tanks for the purpose of making repairs."

Question No. 2: Who is supposed to start and stop the cargo pumps, in the event that reach rods become inoperative? Is it the pumpman's duty to come down to the engine room and re-set the pumps, re-start them and go back on deck and regulate them there?

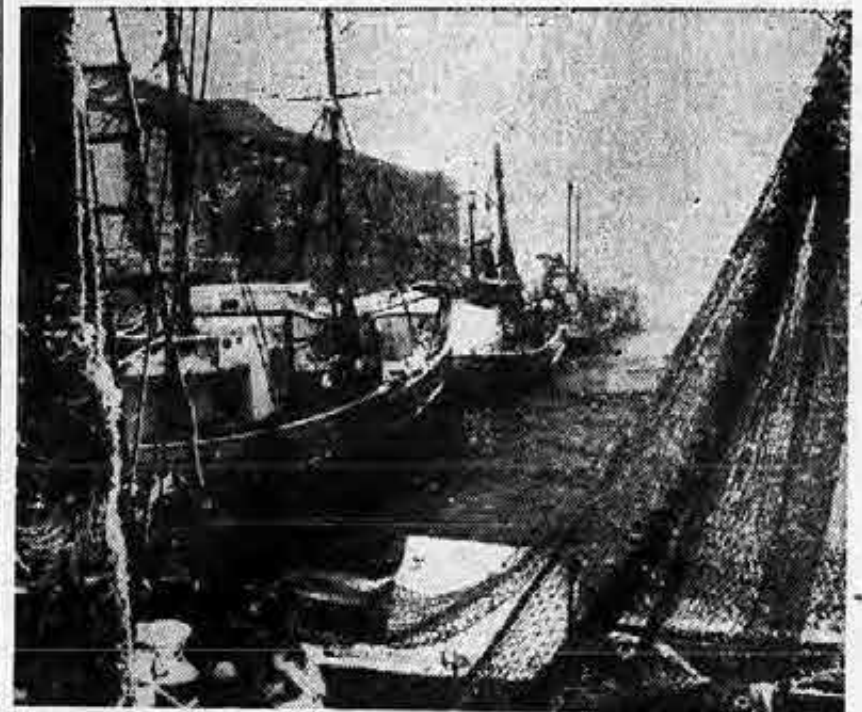
Answer: This would be considered the routine duty of the pumpman.

Reference: Standard Tanker Agreement, Article IV, Section 10. Pumpman. (See above.)

Question No. 3: Is it overtime for the day workers, like the 2nd pumpman, engine utility and wipers to do repair work on top of the boilers or anywhere in fireroom sidley during their working hours?

Answer: No. This would not be overtime during regular working hours as it is considered routine duties.

Reference: Standard Tanker Agreement, Article IV, Section 11—Machinist/Second Pumpman and/or Engine Maintenance. "His duties shall be general maintenance and repair work as directed by the engineer in charge . . ."—and—Article IV, Section 12—Engine Utility. (a) "They shall be required to assist engineers in all engine department work . . ."—and—Article IV, Section 18—Wipers. (h) "Wipers may be required to assist in repair work, but he shall not be assigned to a repair job by himself without the payment of overtime. This is not to include dismantling equipment in connection with cleaning, such as grease extractors, bilge strainers and evaporators, etc."



Fishing vessels manned by members of the SIU-affiliated Atlantic Fishermen's Union clung to their Boston pier recently, as a Northeastern storm played havoc with fishing prospects.

Anti-Scab Proposal Gaining NY Support

ALBANY—A proposed bill which would outlaw the recruitment of professional strikebreakers during labor disputes in the state of New York gained support here last week from the New York State Industrial Commissioner.

The "professional strikebreaker has no place in our system of labor-management," stated Commissioner Martin P. Catherwood, speaking at a hearing of the joint Legislative Committee on Labor and Industrial Relations.

Under the bill sponsored by Assemblyman Ernest Curto, Republican of Niagara Falls, employers would be prohibited from employing "any person who customarily and repeatedly offers himself for employment in the place of employes in a strike or lockout."

Violations would be punishable by up to a year in jail, fines up to \$500, or both.

The State Commerce Department last month attacked the anti-strikebreaker bill, warning that its enactment "would do more to erode the favorable business climate than any other single action the state could take." This statement was later seized upon and was quoted by several industrial spokesmen in attacking the measure.

The Commerce Department later issued another statement saying that opposition to the measure was based on the vagueness of the bill and should not be interpreted as "support for the use of professional strikebreakers."

Management is understandably opposing the bill, charging that such legislation would "shackle an employer in his rightful efforts to use all legitimate means to win a strike" and would put the state on the side of labor in a dispute with an employer.

The state AFL-CIO is solidly behind the anti-strikebreaker bill, calling speedy enactment "a vital necessity" and pointing out that the inevitable effect of using strikebreakers was "to produce resentment, bitterness, violence and bloodshed."

Another bill on the agenda has drawn strong opposition from New York State labor. This bill would outlaw picketing by anyone other than those on strike, and has been opposed on the grounds that it would undermine free collective bargaining.

SPAD

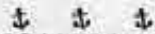
**Seafarers
Political Activity
Report**



RADIO SAFETY ABOARD SHIP. The AFL-CIO Maritime Trades Department has voiced its strong disapproval to HR 8508 and companion bills in a strong protest over proposed amendments to the Communications Act of 1934 that would eliminate the radio officer from certain US-flag vessels. The MTD requested that its position be made a part of the record at hearings scheduled to be held late this week by the Subcommittee on Communications and Power of the House Interstate and Foreign Commerce Committee.

The MTD said that favorable action on HR 8508 would weaken the Communications Act and would remove deep sea vessels from the international radiotelegraph safety network, thereby striking a serious blow at the safety standards which have been evolved to protect the lives and security of American seamen and the public. HR 8508 is clearly special-interest legislation which is against the public interest, and there should be no lessening or weakening of the safeguards which protect the lives of sea going workers and vessels at sea in order to assist those who wish to operate without the essential services of radio operators.

The many accidents and disasters which have occurred at sea over the past several months, and which have registered their toll in lost lives and vessels, are a keen reminder of the need for maximum possible safety precautions aboard sea going vessels at all times, the MTD said. Rather than entertain any notion of reducing and tightening standards, we should be seeking ways of preserving and tightening security at sea, it added.



COASTWISE-AND INTERCOASTAL SHIPPING. A proposal of special importance to Seafarers and operators in the domestic shipping trades has been favorably reported by the House Interstate and Foreign Commerce Committee as HR 9903, designated as the "Transportation Amendments of 1964" bill. Under the terms of this legislation, the "commodities clause" of the Interstate Commerce Act would be repealed as it applies to railroads, except in the transportation of agricultural commodities. This would permit railroads to be owners of the same products that they transport, making them uncompetitive with water carriers.

HR 9903 would exempt the transportation of agricultural and fishery commodities by rail from any regulation by the ICC. It would permit the railroads to indulge in discriminatory rate practices leading to a further decline in the coastwise segment of our merchant marine.

While the advocates of the bill claim that the transportation of exempt agricultural commodities and fishery products would be subject to applicable anti-trust laws, an examination of the letters written by the Deputy Attorney General, dated February 18 and February 6, 1964, reveals that there is grave doubt as to the applicability of sections 2 and 3 of the Clayton Act, section 5 of the Federal Trade Commission Act or section 3 of the Robinson-Pattman Act to the transportation deregulation.

The measure has been referred to the House Rules Committee where domestic water carriers hope action will be taken to refer the bill back to the House Committee on Interstate and Foreign Commerce for further study. The progress of this legislation will have to be watched very closely.

LABOR ROUND-UP

A Michigan employer who moved his plant South while holding a contract with the Auto Workers has agreed to pay \$200,000 in settlement of lost wages and benefits to the 237 workers he displaced. The agreement, settling a suit filed by the UAW after the Hurd Lock Mfg. division of the Avis Co. moved from Almont, Mich., to Greenville, Tenn., in July 1962, has been ratified by unanimous vote of Local 831 members.



The 4,500-member Candy & Confectionery Workers Local 452 has voted to leave the expelled Bakery & Confectionery Workers and join the American Bakery & Confectionery Workers, AFL-CIO. Members first voted to accept the recommendation of the local executive board for reunion with the main stream of labor represented by the AFL-CIO. After the vote a charter was presented to the new ABC Local 452 which is in New York City. The B&CW was expelled in 1957 on findings of domination by corrupt interests.



Eight members of Carpenters Local 3127 who were unfairly discharged in 1951 from the Mastro Plastics Corporation, New York City, will receive a total of \$28,628 in back wages under a National Labor Relations Board order. The

board issued its first order in 1953 and the case went all the way to the US Supreme Court. The NLRB later ordered the disputed back pay held in escrow until the workers involved could be found. In October, 1963, the firm, which had become the French-American Reeds Manufacturing Company, lost an appeal when the board's latest order was issued.



Local 343 of the Hotel and Restaurant Workers is in the midst of a second organizing drive at Grossinger's Hotel in New York's Catskill Mountains. A National Labor Relations Board decision set aside a previous representation election held at the resort. The NLRB's Buffalo office found that the hotel management violated a rule forbidding an employer from addressing a "captive" audience of employees within 24 hours of a scheduled election.



The Chicago Teachers Union took another step in its drive to become bargaining representative for the city's school teachers. Reversing a previous stand, the Chicago Board of Education agreed to recognize the Teachers Union as bargaining agent for its 13,000 members and other teachers in the city's 21,000-person school system who want union representation.

'For Me And Mine'



The medical center program that has been a significant benefit for SIU men and their families is now completing its seventh year of operation. Since the first medical center was dedicated in New York during 1957, the program has operated tirelessly in the interests of better health for Seafarers and their families.

With the inauguration of the Pete Larsen Memorial Clinic in Brooklyn, which was the first medical center established to service members of a US seamen's union and was hailed at the time as a milestone in the maritime industry, the network of medical centers for SIU families has been expanded to cover six mainland ports. A separate clinic is also maintained in Puerto Rico.

The chief function of the clinics continues to be in the field of preventive medicine, through complete provision for periodic medical examinations that can serve to detect and highlight incipient illness or disease in

the early stages of development, while these conditions may still respond to treatment.

"An ounce of prevention," it has often been said, "is worth a pound of cure." In medicine, this is more true today than ever before. Medical science has developed techniques for dealing with most of the diseases which in the past were invariably fatal to man. Cancer will succumb to X-ray therapy. Diabetes can be arrested through insulin treatments and careful attention to proper diet. Ulcer will respond to diet. Visual defects can be corrected and so can many others.

The clinic program is just one of the many benefits available to SIU men and their families through Union membership. But it is one of the most important. With the cost of medical care rising steadily—out of the reach of many American workers' pockets—the facilities available through the clinics are an important service that grows in value through the years.

Why Unions?

In the ranks of the American business community you can still find some souls who denounce labor unions as "obsolete" and "unnecessary" and in the same breath declare that if the businessman is left to his own devices he'd give his employees the same or better wages and working conditions than can be provided through union representation.

Two prime examples of this mode of thinking were hauled before a New York Federal judge on several charges of violating the minimum wage section of the US Fair Labor Standards Act.

The men, both partners in a New York City manufacturing firm, were accused of paying children 25 cents an hour for factory work and neglecting to pay them overtime rates for work done in excess of 40 hours a week. Most of the children were in the 13 to 14-year-old age bracket, and they had among their number one ten-year-old girl.

Overall, the company was charged with cheating 36 workers, including 14 children, out of \$7,846 in pay.

The two defendants, who incidentally pleaded guilty to the charges, advised Federal Judge Lloyd F. MacMahon that they felt they had done "a good deed" by keeping children off the streets and out of trouble. The judge sympathetically described the defendants' humanitarian spirit as "the most flagrant violation of labor law I have ever heard of." He also fined them \$20,000, put them on probation for two years and ordered them to get up the back pay before the probation expires.

This case explains why the American labor movement came to be and why it will continue to flourish. As long as there are those who treat labor as a "commodity" to be bought cheaply, there will be an active, alert labor movement to bridge the gap in economic strength between those who labor for pay and those who pay for labor.

AFL-CIO Raps Scranton Plan To Cut Back Jobless Benefits

WASHINGTON—The unemployment compensation changes proposed by Pennsylvania's Governor and presidential hopeful William W. Scranton would reduce benefits paid to workers by \$35 million a year while increasing the tax contributions of employers by only \$4 million, the AFL-CIO recently charged.

The Republican governor "is asking unemployed workers to bear the largest share of the brunt of making the program solvent," said Assistant Director Raymond Munts of the AFL-CIO Department of Social Security.

Pennsylvania is one of 23 states which have "underfinanced" their jobless insurance programs for so long that "now they've reached the end of the road" and Scranton is "asking the worker to take the brunt of this bad planning," Munts said on Labor News Conference.

Scranton's proposals on jobless benefits and similar assaults in other states were sharply criticized by the AFL-CIO Executive Council at its February meeting in Bal Harbour, Fla.

The Council said in a statement

"unemployment insurance should be an important part of our national arsenal against poverty" and added that enforcement of federal minimum standards, as proposed by the Administration, would do much to prevent poverty from spreading without cost to the federal government.

More than 500,000 persons are out of work in Pennsylvania, Munts commented, and only 230,000 or 240,000 of these are drawing benefits. Scranton, he said, proposes to eliminate from the latter group about 90,000 to 100,000 persons. And these, he pointed out, "are the low-paid workers, the persons who have been unemployed the longest, and persons who have had the most intermittent employment" during the last year.

Noting that under present law, a Pennsylvania worker exhausts the "first round" of benefits after 30 weeks and then must wait 22 weeks before reapplying, Munts said the governor proposes that "you will not be entitled to any more benefits" after 52 weeks unless you have found work in the meantime. "That's fine," he said, "if jobs are available. But what does he propose to do about these folks who have been looking for work, who are eligible to draw benefits and who haven't been able to find jobs?"

It is a myth, Munts asserted, that employers will "leave" Pennsylvania or "any other state" because of an unemployment insurance tax rate of 2, or 3 percent. He cited testimony before Congress

of a U.S. Chamber of Commerce spokesman that a "comparison of average employer tax rates in the various states does not support this view" of rates being a factor. By contrast, Munts quoted Scranton as saying that "company after company" has listed the unemployment compensation laws and "the condition of our fund" as a major reason for locating in another state.

All Secured



Tramp Co's Bypass Plan For Lay-ups

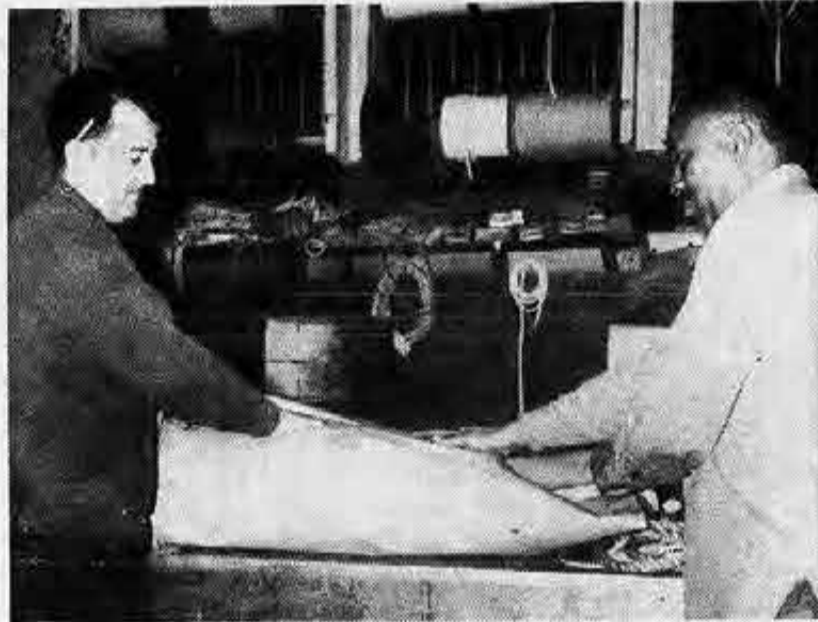
LONDON—Foreseeing a collapse in charter rates for tramp vessels during the summer months, a new organization here has made urgent calls to trampship owners all over the world to join a cooperative to act as a buffer against the possibility of a shipping depression.

Although David M. Robinson, chairman of the International Tonnage Stabilization, admitted that tramp shipping—largely due to the interest in grain—is now steady, he recalled a series of reverses that have occurred since the boom month of last October.

Believing that prevention is better than cure, Robinson has proposed that tramp shipowners kick in a certain amount, approximately seven to ten cents a ton, so that the owners can insure themselves against summer lay-ups.

"Don't run away with the idea that tonnage stabilization is simply a pension fund for Liberty ships," Robinson said. "It aims at providing an inducement to owners operating all classes of tonnage to withdraw ships from service when it is no longer possible to trade them at a profit."

On 22 million tons queried on the idea, Robinson said he has received 12½ million answers in favor of the scheme, 4½ million against it but in favor of a modified plan, and only five million against any type of cooperative. Although he said he did not expect 100 percent cooperation, he said he felt that an OK from 15 million tons would constitute enough of a contribution to induce him to go ahead with the plan. Robinson gave no indication as to when the cooperative might go into effect.



Camera visit to some of the SIU United Industrial Workers shops in New York shows (above, l-r) William Pucciarelli and Charles Jones teamed up on a packing job at the New York Canvas Company plant in Brooklyn. At top, Paul Hansen checks coils of wire rope completed for shipment at British Wire Rope plant in New Jersey.

Lensmen Given Tips On Sea Pix

NEW YORK — Picture-takers were given some first-hand information on taking shots at sea at the recent boat show here. The most important tip was to be sure and check the camera before setting out. There isn't much that can be done about faulty equipment once the ship is underway.

Here are others:

- Use proper accessories to get special shots. A lens shade, because of the refractability of water, is a must. Filters are useful for special effects in clouds and sky. With cameras equipped for interchangeable lenses, telephoto lenses are good for distance shots, and wide-angle lenses for pictures aboard ship.

- Organize pictures to provide a continuity that tells a story.

- Take plenty of pictures for full coverage of what is wanted and to provide an opportunity later to arrange a story-telling continuity.

- Don't load the camera in bright sunlight unless it is of the new cartridge-loading type or the edges of the film will be light-struck.

Don't leave the camera lying in the sun. After a while, the heat can soften the emulsions of the film. Also, the lens can be ruined.

Don't concentrate on posed pictures. Take candid shots when possible for the full flavor of the situation.

Don't rely on the steadiness of the hand for shooting in a rolling sea. Use some sort of support, such as a unipod or a tripod.

And, be careful of hard knocks about the ship. That camera is a delicate instrument.

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

By Sidney Margolius

Housing Is Largest Retirement Cost

As previously reported, food and beverages (\$84), housing, utilities and furnishings (\$103) and medical care (\$26) are the three big items in a typical modest budget of \$276 a month for a retired couple.

Cutting House Costs: Housing problems range from "none at all" reported by couples who had managed to pay off mortgages before retirement, to "very serious." Those reporting a serious dilemma notably often include widowed or unmarried older women, recent interviews revealed.

Unions, co-ops and churches especially have been striving for solutions to the elderly housing problem. Boris Shiskin, secretary of the AFL-CIO Housing Committee, has called such housing an "acute and urgent need."

Several Federal programs can aid at least some retired people. A number of public housing projects for the elderly have opened up around the country the past two years. Rentals are set on a sliding scale based on income, and are usually 20 per cent lower than comparable private rentals. In one such project, rents range from \$35 to \$72, depending on size of apartment. There is only one catch. Older people who have applied tell me there aren't enough of these apartments to fill the requests (Catch 22). Nonetheless, it is advisable to ask your local public-housing authority, if there are any retirement projects in your area for which you may be eligible, and get on the waiting list if there is one.

Another program promising some apartments for older people is the rental housing sponsored by nonprofit groups such as churches, consumer co-ops and public agencies with low-rate mortgages provided by the Housing and Finance Agency. Because of Congressional delay and for other reasons, this program had a slow start. More recently, it has been reported that 140 applications had been received. To find out availability in your area, contact your housing authority and

local FHA office.

Retirement hotels as in Florida and on the West Coast have been promoted by both nonprofit and commercial organizations. But they are not cheap; typically, \$83 to \$160 per person a month, including meals.

A program of low-cost mortgages available through the Farmers Home Administration is especially useful to retired couples living in rural areas and small towns. These loans have an interest rate of only 4 per cent. You need to be at least 62 to qualify.

Medical Insurance. Continuing Blue Cross when you retire, or joining through one of the open-enrollment periods made available from time to time by Blue Cross, is the most economical alternative widely available for solving the medical-insurance dilemma.

Blue Cross and Blue Shield, while they still would take a major part of the medical budget, are safer than private company indemnity policies, because they are "direct service" plans, or at least partly direct.

Direct service plans pay full costs for the specific coverages they provide, and thus pay a larger part of the bill than indemnity policies. This is especially important in buying hospital insurance, which is the No. 1 need of older people, followed by surgical coverage. One out of six older people goes to the hospital each year for an average stay of two weeks and an average bill of \$525—twice as long and twice as much as average hospital bills of younger people.

In contrast, the private-company indemnity policies, while they may seem reasonably priced, limit the amount they pay. For example, such policies may pay only \$10 or \$15 a day for hospital board, and up to \$150 for "extras," while actual rates are much higher today.

In the past year a number of "Over 65" plans have been offered in various regions of the country by groups of private companies on a non-profit basis. These pooled plans have been interpreted as the insurance industry's answer to the labor and co-op-supported proposal to provide medical insurance under Social Security. Well, the answer already is proving to be a weak one. The first of these plans, "Connecticut 65," reported a \$550,000 loss for the first 15 months of operation and has asked the State Insurance Department for permission to raise rates an estimated 16.5 per cent.

Similarly, the Continental Casualty Co., which recently promoted with heavy advertising, medical insurance for people over 65 on a mass-enrollment basis, has announced that the rate for three types of coverage will rise to \$25.50 a month from \$21.

If Blue Cross or other direct-service plans are not available to you, the only alternative is the mass-enrollment plans offered by private organizations, including the American Association of Retired Persons, 711 14th Street, N.W., Washington, D.C., Continental Casualty Co., Mutual of Omaha and Firemen's Fund Insurance Group.





Off-Watch

LEISURE HOURS AT SEA

The changing face of the sea (above) busies Ernie Kolanosky, ship's delegate on the *Beauregard*. Below, coffee and bull session while away hours for "Scottie," crew MM; engine delegate Pat Cleary; 12-4 oiler; and W. Sharpe, R. Newall and John Pitt, all in *Beauregard* deck gang.

Collection of photos from the album of Seafarer Allen Durgin, after several trips on the *Beauregard* (*Sea-Land*) and the *Ocean Evelyn* (*Ocean Transport*), pictures some of the idle-hours activity during voyages on both ships.



After-hours game of chess occupies attention of trio on the *Ocean Evelyn* (above), who were busy at it way into the night. On deck of *Beauregard* (above, left), Nick Bechlivanis (at far right) regales deck department shipmates Starvos Georgas, Ernie Kolanosky and William Sharpe with a tale that leaves 'em wondering what he's going to come up with next. Remains of the day's biscuit-making are still on the messhall table aboard the *Ocean Evelyn* (bottom, left) as deck gang members come in out of the weather for a hot cup at coffeetime. In foreground (left) are Jeff Sawyer and Juan Vega (center). Scene on the *Evelyn* at Bassenes, France (below), finds Seafarers and a trio of American GIs matching tall tales in the messhall. The engagement was rated a draw.



3 RAILTUG OLDTIMERS GET PENSIONS

NEW YORK—Trustees for the SIU Welfare Plan have added the names of three more veteran members of the SIU Railway Marine Region to the pension list. The latest additions boost the total number of rail tugmen retired on Union pensions since the program began to 55. They increase the number of oldtimers who have joined the retirement roster so far this year to seven.

Railroad tug fleet oldtimers who are the newest recipients of the \$150 monthly pension include John E. White, 66; John J. Hoyt, 61, and Albin Johnson, 65. All three are receiving disability pensions.

Brothers White and Hoyt both worked on barges operated by the Western Maryland Railroad before they became eligible for a pension last November. White, a native of North Carolina, joined up with the SIU at Baltimore in 1958. Prior



White

Hoyt

to his employment on Western Maryland Railroad barges, he was employed by the Curtis Bay Towing Company in Baltimore which is under contract to the SIU In-

land Boatmen's Union. Brother Hoyt also worked for Curtis Bay Towing before he started working on Western Maryland barges. A native of Maryland, he joined the SIU affiliate at Baltimore in 1956.

A member of the SIU-RMR since 1960, Brother Johnson has been a floatman on New York and New Haven Railway Barges for the past 43 years. Born in Brooklyn, N.Y., he now makes his home in the Bronx with his wife Josephine and he received his first pension benefit a few weeks ago.



Getting his first pension payment, SIU raitug old-timer Albin Johnson, 65, (right) gets \$150 check from SIU Headquarters Rep. Ed Moonoy. Johnson worked on New Haven RR barges.

Performance Testing Termed 'Unreliable'

DETROIT—"Psychological tests of workers and prospective workers by management personnel departments are not "infallible" measures of an employee's abilities or qualifications, and union negotiators must learn how to prevent their misuse, two educators have pointed out.

In a report titled "Be Cautious With Those Tests," a warning against their use to bypass seniority was sounded by John H. Metzler, associate chairman of the Industrial Relations department at the Newark College of Engineering, 5,000 student school in New Jersey, and Dr. E. V. Kohrs, consulting psychologist at Stevens Institute of Technology, Hoboken, N.J., which enrolls 2,000 students.

Joint authors of the report published in the February-March issue of Labor Today, a journal of opinion, they note, that "tests are not sufficiently accurate to be the only device for selecting persons for any specified purpose—marriage, attending college, or promotion on the job."

The authors report that "the misuse of testing, particularly in selecting personnel for promotion, is a matter of concern" to workers because of the growing practice of arbiters in "approving the right of a company to use testing as a qualifying agent for promotion."

The union negotiator today, they note, must be knowledgeable and must either have information on testing or know where to get it. Among the first sources checked for information, they say, should be the research department of the negotiator's own international union or of the AFL-CIO and its constituent departments.

The educators pointed out that

the tests may not be constructed properly, may not be validated or weighted properly, or that those administering the test, through lack of knowledge or skill, may be misusing it and its results.

They said the union official should read closely the manual describing the tests to see if it actually covers the necessary qualifications for the intended job or promotion.

Bar Work, Pay Changes On Scab-Run Florida RR

JACKSONVILLE—A Federal judge here has ordered the strike-bound Florida East Coast Railway to throw out sweeping work-rule and pay rate changes instituted since the strike by 11 non-operating unions began over a year ago.

The ruling would require the railroad to drop the changes through which it claims it has eliminated "featherbedding." The court said the changes were made unilaterally and in violation of the Railway Labor Act, and ruled that the changes could not be made until all procedures available under the Railway Labor Act had been exhausted.

The railroad had done away with a union shop provision, in spite of the fact that the National Board still had jurisdiction in the matter, the court noted.

The injunction barring the changes was granted at the request

of the Brotherhood of Railroad Trainmen, an operating union, which has honored the picket lines of the 11 non-operating unions. The FEC is directed to restore and maintain the status quo under the collective bargaining agreement between the unions and the railroad which existed prior to November 2, 1959, except as it has been modified by mutual agreement.

The union had charged that the FEC had increased working hours and decreased pay since the strike began.

Meanwhile, the striking non-operating unions charged that a bomb threat had forced them to move their St. Augustine headquarters.

Johnson Promises Oldsters

Medicare Fight Just Started

WASHINGTON—In an effort to speed passage of the King-Anderson Bill, President Johnson called the social security system the "practical, sensible, fair, just" way to care for this nation's aged.

He told a delegation of medicare supporters and senior citizen leaders that the administration was just beginning the fight for the program and predicted that it would soon be law.

The King-Anderson bill would establish a national insurance program under the social security system, to provide financial protection to all older people against the major costs of hospital care and hospital-related health services. The bill has the strong sup-

port of organized labor.

It has been pointed out that the group in need of hospital care is the group least able to pay for it. More than two-thirds of those over 65 have some chronic ailment, such as arthritis, diabetes or heart trouble, and those over 85 require three times as much hospital care as younger people. While older people need more hospitalization than the younger, and their average income is less than half as much, the average daily hospital expense was \$34.98

in 1961.

Later, the delegation of older people attended hearings by the House Ways & Means Committee on social security hospital care for the aged. Several witnesses answered Republican questions about how the younger generation felt about increased taxes for the aged by calling attention to their own parents. "I would be glad to pay a dollar or two a month so that my parents would be protected now and I would be protected later," a New York housewife said.



By E. B. McAuley, West Coast Representative

Coast Political Scene Active

Shipping and politics have both been active in the San Francisco area. Quite a few oldtimers have been on and off the beach in the last few weeks, but anyone who wants to ship is able to pick up just about what he wants in the way of a job if he waits it out a bit.

Blackie Otvos picked up a bosun's slot aboard the Longview Victory after spending about two years ashore working as a boilermaker. About the same time, Johnny Singer found a spot aboard the Iberville which needed a baker for a Japan run. Also getting in on the Japan bit was Fred Lynum who shipped as replacement steward on the National Seafarer, which is in Kobe. This is a run-job with a skeleton crew on board to bring the ship back to the States, probably to New Orleans.

On the political scene, California Attorney General Stanley Mosk has announced he won't enter the race for the US Senate seat currently held by Clair Engle. His decision reportedly followed an appeal by Governor Edmund Brown not to run, because of the internal strife his candidacy might make inside the Democratic Party. State Controller Alan Cranston won the endorsement of the California Democratic Council for the post several weeks ago. Democrats are apparently not backing the re-election candidacy of Sen. Engle, who underwent a serious operation last year, in the belief that he has not yet recovered sufficiently to make the race.

After his weak showing in last week's New Hampshire primary, Barry Goldwater is turning to California for what may well turn out to be a do-or-die effort to corner the Republican Presidential nomination. The recent endorsement of Goldwater for the Presidential nomination by the California Republican Assembly has led to a lot of bad feeling within the California Republican Party. Tempers promise to get a lot hotter before the June primaries arrive.

Newly-elected San Francisco Mayor John F. Shelley has been honored by the presentation of a historic ship's wheel in appreciation of his support of the maritime industry during his many years as a Congressman. Shelley's successful campaign for mayor was supported by the SIU and other AFL-CIO unions. The wheel, which was presented to Mayor Shelley at a ceremony in his honor, was from the Pasadena, the first oil-burning schooner in the coastwise lumber trade. She was built in 1887.

We were all glad to hear that the Marine Firemen, Oilers & Watertenders President Bill Jordan is back at work again after his recent illness. Vice-President Alex Jarrett filled in while Bill was recuperating.

The new SIU Pacific District-PMA Seamen's Medical Center is scheduled to open soon. Work on the building should be completed and the Center should be in operation by April 6, according to the trustees.

Several oldtimers have been getting in some beach time around the San Francisco hall waiting for the right job to turn up. James Rivers is looking for a trip around the world as electrician but says he will settle for a Far East run. He paid off the Overseas Rebecca in November and the itch to ship out finally caught up with him. John J. Morrison has even more definite ideas on where he wants to go on his next trip. Morrison, who last sailed aboard the Elizabethport, as oiler, is waiting for an intercoastal run so he can get to visit his mother in New York and see the World's Fair while he's there.

Shipping has been pretty good out of Wilmington for the past few weeks, with one payoff and eight ships in transit. The John C. paid off at Wilmington and took 16 replacements. The outlook for the next few weeks is fair. Several Calmar and Sea-Land ships are due in.

Jose Melendez has shipped in an engine utility job on the Monticello Victory after staying on the beach for some time. During his spell on the beach Melendez and his wife celebrated their 25th wedding anniversary with a trip to Puerto Rico. A real oldtimer who shipped recently is Ralph Kilbourne, who is presently a wiper on the Iberville. Kilbourne is 81 years young and didn't start shipping until he was already in his sixties. In any event he's managed to get 20 years of shipping under his belt so far and is still going strong.

Oldtimer Richard Leikaks has been around the Union hall at Wilmington recently. An outbound vessel with an opening for an AB would suit him fine right now. OS Danny Gemeiner can't seem to stay away from the water even when he's ashore. Just off the Taddel Village, he is currently working on his brother's swimming pool which collapsed. Keeping the water in is something of a change for a Seafarer, who is normally interested more in keeping the water out, but Danny reports the job is coming along in fine style. Right now he has his eye on an intercoastal job.

Shipping in Seattle held at a slow pace so far this month. The Iberville and the Longview Victory paid off at Seattle recently and the Fairport paid off in Astoria, Oregon. Payoffs are expected soon for the Mankato Victory and the Robin Hood.

The crews off the Barbara Fritchile and the Almena are expected to be repatriated back to Seattle late this month. Two oldtimers seen around the hall recently are William Koflowitch and Jake Arshon. Jake is flying to Hong Kong, Okinawa and the Far East for a little vacation soon, so "bon voyage," Jake. Have fun.

Weisberger Renamed To Trade Post

SAN FRANCISCO—Morris Weisberger, secretary-treasurer of the Sailors Union of the Pacific and executive vice-president of the SIUNA, has been reappointed to the World Trade Center Authority by Edmund G. Brown, Governor of California. In making the appointment, which is for a term expiring in December, 1967, Brown told Weisberger in a letter that his acceptance of the post would "enable you to continue your very fine service to the Authority and the State." With the appointment, Brown sent Weisberger a memorandum explaining what is necessary to qualify under the commission.

Lakes Seafarer Lauds ILA Wheat Role



Seafarer Al Matulewicz takes the floor at Great Lakes SIU meeting in Detroit to voice appreciation to International Longshoremen's Association "for their support to the SIU in the fight to preserve the 50-50 law." Matulewicz offered a motion, adopted at the meeting, to express thanks to ILA and President Thomas W. Gleason for taking strong stand with the SIU in the wheat deal dispute.

Expect Big Seaway Year See Cargo, Revenue Up

DETROIT—With American-flag participation in St. Lawrence Seaway traffic expected to be higher than ever before during the 1964 season, a record year is expected with Seaway cargo tonnage and revenue from freight reaching an all-time high.

A pre-season inquiry of ship line operators disclosed general optimism for a really good season. In many cases the optimism is being backed up with stepped up sailing schedules, featuring more and bigger ships.

Much of the optimism for higher Seaway revenue is the fact that some commodities will rise in rates up to 10 percent by the opening of the season. Most operators expect an over-all increase of the same amount on all commodities by July 1. The 1964 Seaway season is expected to open about April 13.

The upsurge in cargo this year will not be strictly in bulk cargoes as in the past. Shipowners expect a big increase in general freight and a higher volume of Army cargoes as well. There are also indications that the movement of grain, iron ore and other bulk commodities, will also rise during 1964. Heavy machinery is expected to be shipped in increased volume, and owners say there is more high rate freight offering this year than at previous openings.

Another indication of an up-

swing at Great Lakes ports this year is the amount of new construction going on at various inland harbors. New piers are being built to handle added cargo flow and tracts of barren land are being taken over for the handling of bulk cargoes.

The lines have not yet figured out how many additional ships will go into the various trades this year although increases are expected. Some are expected to increase the number of ships while others will either charter or re-route vessels from other services as the need arises.

A review of tolls on the seaway is now under way and should be completed by July 1. Any increase that might come in an attempt to meet the date set for payment of the Seaway construction debt will not be imposed this year however, but will hit shippers in 1965. The only additional charge this year will be to users of the Welland Canal link between Lake Ontario and Lake Erie. Tolls are being reimposed on this segment. They were dropped last year.

Work is also nearing completion on the giant locks at Massena, NY in preparation for the opening of the season.

Cost Of Living Up Again

WASHINGTON—The US Department of Labor has come out with its newly-revised and up to date Consumer Price Index, but the story it tells is an old one. US workers are paying more for goods and services, and the steady increase in the cost of living is continuing at an all-time high.

The Consumer Price Index is an important factor in labor-management negotiations.

About 2 million US workers currently work under collective bargaining agreements which call for periodic wage adjustments linked to the fluctuations of the price index. For all workers, the price index indicates how much they will need to live.

The new index, which covers more people in larger areas of the US, is still based on prices during the 1957-1959 period. With this base period representing 100 percent, increases in the cost of living are figured from there.

The average size of families represented in the index is about 3.7 persons, and the average family income in 1960-61 was about \$6,230 after taxes. The average income of single persons represented in the index was \$3,560 after taxes.

Aside from the general rise in the cost of living, which everyone expected, the new index includes several changes in the spending patterns of US workers. Food represented less of a bite from the 1963 paycheck than it did in 1962, with 22.2 percent going for food as opposed to 28.2 percent for this purpose in 1962. Almost everything else went up, however, with housing standing at 33.2 percent in 1963 compared to 30.7 percent in 1962.

Meanwhile, the President's Council on Consumer Interests has announced that its first job will be to seek legislation policing the drug and cosmetic industries and a ban on deceptive packaging and excessive interest rates.

These issues will constitute the

main focus of regional consumer meetings to be held shortly in various cities. Items slated for attention in the future are the cost of funerals, investments and advertising.

The SIU and other AFL-CIO unions have given strong backing to proposed "Truth-in-Packaging" and "Truth-in-Lending" bills and have urged Congress that such legislation is necessary now to protect the consumer from deceptive practices.

Auto, Steel Profits Rise Again In '64

WASHINGTON—A gain in profits in auto, steel and many other industries for the first three months of 1964 has been called "substantial" by the "Wall Street Journal."

The first quarter profit jump for 1964 is anticipated to follow an eight percent increase registered in the final three months of 1963 over the same period a year earlier. The eight percent rise is considered especially significant because the profit rate for the fourth quarter of 1962, over which the increase was registered, was the highest for any quarter in recent history with the exception of 1950 when Korean War scare buying boomed profits.

The fourth quarter rise followed gains of 15.2 percent and 15.9 percent in earlier quarters of 1963, the Journal reported, and was spread widely through industry and business, with only six of 32 groups reporting reduced earnings.

"For the current quarter," the Journal said, "the promise of another year-to-year gain lies mainly in the prospect that at least two of the biggest industries and many smaller ones will show earnings higher by substantial margins. Most of the others expect earnings at least to equal those of the first quarter in 1963."

Auto makers expect "substantial gain," the Journal said, noting that fourth quarter profits were at record highs even though Studebaker has stopped making cars in this country. Also in line for a substantial gain is the steel industry, the Journal noted.

Lakes Load-Line Hearing Slated

WASHINGTON—A proposal to change the date of beginning of the annual mid-summer load line on the Great Lakes has been scheduled for a public hearing by the Coast Guard to start here late in March. The present mid-summer period is from May 16 to September 30. The Coast Guard has proposed that it begin instead on May 1. The hearing will be before the Merchant Marine Council and the Coast Guard has invited anyone who would like to appear before the hearings to contact the Commandant here.

UNFAIR TO LABOR
DO NOT BUY

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

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

- Texas-Miller Products, Inc.
- Adam Hats, Ashley, Dorsey Jay, Hampshire Club, Repell-X, Sea Spray Men's Hats (United Hatters)
- Eastern Air Lines (Flight Engineers)
- H. I. Siegel
- "HIS" brand men's clothes (Amalgamated Clothing Workers)
- "Judy Bond" Blouses (Int'l Ladies Garment Workers)
- Sears, Roebuck Company Retail stores & products (Retail Clerks)
- Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," "W. L. Weller" Bourbon whiskeys (Distillery Workers)
- J. R. Simplot Potato Co. Frozen potato products (Grain Millers)
- Kingsport Press "World Book," "Childcraft" (Printing Pressmen)
- (Typographers, Bookbinders) (Machinists, Stereotypers)
- Jamestown Sterling Corp. Southern Furniture Mfg. Co. Furniture and Bedding (United Furniture Workers)



By Al Tanner, Vice President and Fred Farnen, Secretary-Treasurer, Great Lakes SIU Fleets Readied For '64 Fit-Out

The Detroit hall has been bustling lately with registrations and preparations for the 1964 fit-out already in progress. Delegate kits have been made up and sent to the outports, along with SIU Library packages to be put aboard all contracted vessels at fit-out. The following are among the vessels already serviced for fit-out: Wyandotte, Alpena, E. M. Ford and Paul Townsend.

At the last Clarification Committee meeting several outstanding grievances were presented by the Union, and favorable settlements were effected in behalf of Charles Campbell on his 1963 bonus; George Petros' bonus and vacation; Clinton Kirchoff (Huron Portland Cement) on his qualification for continuous service for the purposes of vacation computation while he was in the armed forces.

Headquarters has been contacted by the Toledo Building Trades, AFL-CIO, requesting support in their dispute with Anderson Elevators in the Port of Toledo. Mass demonstrations by all AFL-CIO unions in the Toledo area were held on Friday, March 13, protesting the use of non-union labor in the building of waterfront grain facilities.

The first ship to fit-out in Cleveland for what looks like another good season was the SS Crapo, which was the second Huron Portland Cement Company vessel to go into operation.

Severe weather conditions and heavy ice in the Port of Buffalo have prevented any chance for early fit-out. However, we have been notified that the complete crew of the SS J. B. Ford (Huron) will be aboard by April 1 to mark the official opening of the season for that port. Shifting and repair work continues to be good, with several gangs working almost continuously all winter. Registrations are picking up steadily, and, with some 20 ships to be fitted out, all members are urged to go into the Buffalo hall to register.

Registration Runs High

Men from Duluth, Superior and surrounding area have been coming in every day to register for shipping. Registrations are high in the deck and engine departments and running low in the steward department. The Port of Duluth is still closed to shipping due to the ice conditions which in some parts mean ice up to 17 inches thick, but because of the unseasonably warm weather this is melting fast. The Coast Guard will man its

Lake Superior facilities on March 25.

Chicago reports registrations are running low in all departments. On March 11, a meeting was held with Gartland Steamship Company regarding several disputed items. One major grievance regarding wipers doing firemen's work during lay-up and fit-out was submitted to Detroit for presentation at the next Clarification Committee meeting.

Unless this area receives a great deal of rain and the ice melts at a rapid rate, the US Army Engineers Lake Survey predicts that the Chicago and Calumet Rivers and other tributaries will be 6 inches lower than normal causing delays and navigation problems, especially to deepsea vessels. At present many barges coming from the south are having difficulty navigating the rivers.

The first vessel to fit-out in this area will be the Detroit Edison in Milwaukee, followed by two boats in Manitowoc and the South American in Holland.

Conversation Corner



Close-up cafeteria conversation at the Baltimore SIU hall features Seafarers Ralph Tyree (left) and John Yendral in photo taken while both were ashore recently. Tyree was off the Overseas Rebecca and Yendral had come off the Seamar. Both ship in the steward department.

AFL-CIO Council Spurs Low-Cost Public Housing

WASHINGTON—The AFL-CIO General Board has approved a plan to allow unions and labor-management welfare, pension or retirement plans to pool their funds in a mortgage investment trust to create socially desirable housing projects, provide additional employment in the construction trades and bring higher returns to the unions.

The board is composed of representatives of all AFL-CIO affiliates and departments as well as members of the Executive Council. Their action approving the plan came after the General Board recommended the establishment of the mortgage investment trust and an auxiliary housing corporation.

New Investments

The immediate objective of the plan is to secure investments from affiliates and funds of about \$100 million.

The statement adopted by the council and approved by the board said the participating unions and funds, as well as organized labor as a whole, would benefit from the plan in this way:

- "The pooling of funds would provide a medium to create socially desirable housing projects and at the same time create additional employment in the construction trades and allied industries that provide material, furnishings, appliances and other necessities for these new developments.

- "Through the lending of seed money to local non-profit housing corporations sponsored by labor or other public interest organizations, housing for moderate income and elderly members of participating organizations would be financed with below-market interest rate loans from government funds, to permit substantially lower rents than now charged in regularly financed housing projects.

- "A higher interest return would be obtained on investments in government-insured and guaranteed mortgage loans than on investments in government or other

bonds with the highest degree of safety."

When set up, the trust would be governed by a board of ten members selected from participating organizations. The board would select a manager for the trust to deal with mortgage bankers and bank officials to acquire and service mortgages in different parts of the country.

The trust, the statement stressed, "provides an ideal vehicle for the investing, with the full guarantee of the US Government, of funds that must not be handled in a speculative manner yet should earn the highest possible interest and useful social purpose."

Early Lakes Opening Seen

CLEVELAND—Early opening of the Great Lakes ports has been predicted by the US Weather Bureau, owing to limited ice accumulation during the winter.

The bureau reported that 70 to 80 percent of Lakes Superior, Huron and Michigan was clear, with the remainder consisting of drift ice. Lake Ontario was also reported as being almost entirely free of obstruction, and even the heavily covered St. Lawrence Seaway has considerable open water in the river channels.

"Economics will probably be the primary factor in determining the port opening dates," continued the Weather Bureau report. It also estimated opening dates at Cleveland to be March 22; Detroit, March 23; Alpena, March 24; Straits of Mackinac, March 30; Buffalo, April 3; Seaway, April 7; the Soo, April 9; Marquette, April 10, and Duluth, April 11.

SIU Boatman's Daughter Sets Matrimonial Course

NORFOLK—Nineteen years ago, as a 3-year-old tied to the mast of a wind-tossed 37-foot sloop and clutching an armless doll, Ulla Kuun came to this country as an escapee from Communist-held Estonia.

Last week, grown to a blonde, green-eyed beauty in this city where her father Arvid is a member of the Inland Boatmen's Union, Ulla married Charles Kemman of Tallahassee. Her father is employed by the Curtis Bay Towing Company.

Now living in Florida where her husband is a student at Florida State University, Ulla doesn't remember too much about that fateful, 129-day ocean voyage years ago. "All I remember were the dolls—their arms and legs always fell off," she said. "Then when we got closer to the shore, the troop carriers passed over candy to us."

"I was so young when we made the crossing," she continued, "that it hardly had any effect. But I sure remember the shots (inoculations) when we got here."

Ulla's interests include water skiing, swimming, reading, and at present, marriage.

And, Ulla is now busy learning to cook. "I'm learning from an excellent book. It's amazing how you can make anything taste good with some seasoning," she said, with a hopeful tone to her voice.

The honeymoon for the young couple will be postponed until May, when Kemman graduates from college.

"We're not going to have more than three children," said Ulla resolutely, "and not for a couple of years, either."

At that, Papa Kuun held up three fingers, "All boys," he said

in a stage whisper loud enough for all to hear. Ulla returned demurely to her "excellent" cookbook.

Arvid Kuun has been sailing with the IBU since 1961.

Your SIU Clinic

By Joseph B. Logue, MD, Medical Director

Work, No Play Makes Jack Sick

Overtime is not for everybody! You've got to be either physically strong or adjusted to a heavy work schedule over a period of years for it not to affect you.

However, many people who should not be are working too hard. The inescapable facts are revealed in statistics indicating that nearly four million American workers are holding down two jobs. And that figure doesn't even take into account the number of people putting in three to six hours of overtime daily in one job.

Of course, many people feel that holding down two jobs or putting in extra hours at one position is necessary to maintain a certain standard of living. In the short term, they are undoubtedly right. Besides the necessities, every wage-earner is anxious to provide that something extra to give his family some of the luxuries of life.

But what many fail to realize is that they actually cheat their family in two ways while struggling for the extra dollars. Though the extra hours of toil provide immediate extra cash, one cannot extract these extra earnings without paying the price in physical depletion. Long hours of labor, be it physical or mental, speed the aging process and wreak havoc on one's physical constitution.

Hours spent with the family, particularly rewarding to the children, are curtailed or lost forever. And those precious minutes that are snatched from the long day or weekends for this purpose, often are strained and irritating due to the tired, strength-sapped, listless behavior of the parent who would rather be catching up on the lost hours of sleep and total rest.

The human mechanism is not a machine, and any attempt to utilize it as such, inevitably leads to a breakdown. The end result is not only a cheating of one's family, but of one's self. This is what makes long vacations, more holidays and time off when possible so important.

For even youth is no guarantee against overwork with injurious results to health. A colleague of ours, Dr. William A. MacColl of the Group Health Cooperative, offers an interesting case history.

A youngster we'll call Peter was an excellent student; a vital, dynamic individual who always did well in all areas of endeavor. However, conferences at his school after he received an unusually-disappointing report card revealed that he inexplicably had been falling below his expected level of achievement all term.

Peter's parents, too, had noticed a marked change in his behavior over a six-month period.

A doctor's investigation confirmed his suspicions. Peter had been spreading himself thin, getting involved with more organizations and projects than was normally to be expected of the average, active youngster. He had developed an ulcer.

Peter played trumpet for the school band and the all-city school orchestra, in addition to taking private lessons. He also took tumbling lessons at a nearby gym and was a full-fledged cub scout. As a means of developing a sense of responsibility and independence, the youngster concluded each day delivering newspapers.

Fortunately, the story had a happy ending. Development of the ulcer was discovered and arrested, so the condition was quickly cured. And the doctor made Peter aware that the tensions of such a tight schedule were what had created all of his problems.

Peter dropped the paper route, giving himself more time to relax when it was necessary and study when it was imperative. The results were immediate. His marks rose and he regained his accustomed position at the head of the class.

If Peter's temporary loss of health and academic stature had any positive value, it came about when the youngster realized that he had to pick and choose his activities carefully with an eye to providing balance between rest and work, if he wanted to preserve his health and well-being.

Perhaps the old adage should be revised and respected by all of us, "All work and no play makes Jack a sick boy!" Young and old take heed!

Movie Unions Ready Fight On Runaways

HOLLYWOOD—Runaway movies have a lot in common with runaway ships, unions representing 34,000 workers in the movie studios here have found. Runaway movies are made abroad by American companies in order to get foreign subsidies and/or low-paid foreign labor. If the US movie unions have their way, the runaway flicks will be sinking with the same regularity as runaway ships.

In an attack on the Motion Picture Association of America, a management group, the unions are seeking passage of a bill that would require each film to carry the name of the country in which it was made. The unions are also considering an appeal to other labor groups asking all union members in the country to avoid going to see any movie that the film unions label a runaway production.

The dispute ends a two-year period of cooperation between the unions and the Motion Picture Association on films made abroad. During that time both sides worked together to cope with the question of foreign-made films and subsidies.

About a year ago however, union officials began to express doubts about the value of the committee. As time passed the unions also became suspicious of the sincerity of the Association. Finally the unions announced they were pulling out of the committee. They charged there was an "unexplained policy shift" on the part of management, and declared that management seemed no longer opposed to reducing foreign subsidies.

Since then union officials have become more convinced that the Association never intended to try to reduce subsidies and that management in fact favored subsidies.



-----LOOK!
BEFORE YOU BUY
LOOK FOR THE UNION LABEL

SIU Clinic Exams—All Ports				
January, 1964				
Port	Seamen	Wives	Children	TOTAL
Baltimore	202	45	9	256
Houston	215	12	10	237
Mobile	73	4	6	83
New Orleans	293	9	29	331
New York	508	61	35	604
Philadelphia	220	26	25	271
San Juan	45	24	16	85
TOTAL	1,556	181	130	1,867

Union Raps US Team's Scab Hats

NEW YORK—A strong protest has been registered by the United Hatters, cap and Millinery Workers International Union with the American Olympic Committee over the purchase of scab-made hats for US athletes.

Alex Rose, president of the Hatters, said that the committee which regulates the activity of the Olympic teams from America had agreed to buy Western style hats made by Texas-Miller Products, Inc., of Corsicana, Tex. Rose has urged the committee to reconsider its decision.

Texas-Miller, which makes Adam Hats and other brands, had a contract with the Hatters until last August. Since then the union has been asking all consumers not to buy hats produced under non-union conditions and at wages Rose described as among the lowest in the industry.

Rose said in a message to the committee "It is unfortunate that your committee, which depends to such a large extent on public support," is preparing to patronize a firm which "refuses to provide decent wages and conditions for its workers."

The committee, Rose urged, should make sure US Olympic teams, at the games next October in Tokyo, are "suitably hatted with union-made headwear produced by workers whose conditions reflect the high ideals and standards" achieved by US workers.

Coastline Industry Expands

US coastline industry is experiencing a big expansion movement these days. Industrial management heads have long recognized the advantages of water-side plant sites and have plunged ahead with plans to take even greater advantage of this natural resource.

Among the advantages cited by management for these areas are low-cost barge transportation, access to stable water supplies and an inexpensive dumping ground for chemically-purified waste.

A total of 467 industrial production facilities were rebuilt, expanded or initiated on water-side sites in 1963. The figure represents an increase of eight over the projects undertaken in the boom year, 1962.

The Mississippi River, with 11 projects begun during the last quarter of 1963, was one of the waterways showing the greatest activity in new plant starts and expansion on its banks.

Other areas reporting considerable building during the last quarter were the Ohio River, nine projects; Atlantic Intracoastal Waterway, six projects; Tennessee River, five projects; and the Delaware River, Lake Michigan and Lake Erie, four projects each.

The 1963 figures show that 135 of the new installations were chemical or petroleum plants, and 114 were terminals, docks and wharves.

Metal producing units accounted for 87 projects with 48 paper plants, 31 general manufacturing units, 14 grain installations, 13 cement plants, four sugar plants and three fertilizer plants completing the list.



By Fred Stewart & Ed Mooney
Headquarters Representatives

Good Job Requires Adequate Rest

The need for leisurely meal periods and adequate rest and relaxation is an important factor in maintaining the health and efficiency of both shoreside and shipboard workers. American unions fought a long, hard fight to achieve the eight-hour-day-forty-hour week. The unions' fight and the legislation which they helped bring into being stemmed from the realization that too long a working period was not only harmful to the human body and mind but also brought about poor safety standards and loss of productive efficiency through fatigue.

The eight-hour day which has become standard for most American workers is usually broken up into two four-hour segments broken by the one-hour lunch period. The four-hour period normally is not over-fatiguing. Yet every job requires study to see what is the best length of uninterrupted work-hours from both the human and the productive standpoint. Some jobs, because of the intense concentration needed to do them properly or through other factors, require even shorter actual work periods to maintain work efficiency.

Although the Standard Freightship Agreement guarantees Seafarers full one hour meal periods, many brothers will limit themselves to only 30 minutes or less for eating and use the rest of their time to take care of other chores or to get in some overtime. Anxious to eat as quickly as possible they, in effect, bring back the old days of eat-and-run.

This is an important matter. It is physically impossible for the human stomach to properly digest a big meal in only a half-hour or less, and each time a Seafarer tries to do this he is unwittingly undermining his own health and efficiency and is doing a disservice to his union and its membership.

It is definitely unhealthy for a worker to return to work at once after eating because heavy physical action tends to draw the blood supply needed for digestion away from the stomach to supply the muscles. The stomach is a vital part of the individual's inner machinery and can be prematurely worn out and put temporarily out of commission by overwork under improper conditions. To require it to finish its job of digestion while the body is otherwise engaged in physical labor is too much to ask of even the healthiest stomach. Such abuse, if prolonged, will ruin a man's health and actually cut into his earning ability.

Proper rest is another necessity for any worker, shipboard or shoreside. A rest period is a necessary pause in work activity and should be taken regularly or as regularly as possible. The purpose of regular rest is to preserve efficiency by reducing fatigue which stems from continued hard work or concentration on a given job. Steamship opera-

tors have a growing body of experience with rest periods and have found them to be most advantageous in types of work that need physical exertion and require prolonged and intense concentration.

A tired seaman can go a long way toward making shipboard life unpleasant for everyone aboard. Overwork and plain lack of sleep act on a man in many ways. It can make him so irritable that shipboard life becomes intolerable for him and everyone around him. Such fatigue also makes for accidents which can strike not only him but can involve his shipmates as well. In the long run it will certainly affect his health and cancel out any temporary profits he may have gained.

Non-work and off-watch hours should be spent in some activity which will allow the machine called the human body to recharge its cells. Adequate sleep is certainly necessary. But not all non-working hours need be spent sleeping. Interesting, relaxing recreation during off-hours is also important both to keep the mind alert and avoid the deadly and dangerous effects of boredom.

These are all factors which will aid every Seafarer by increasing his performance, health, safety, and value both as a worker and a union member. All of them—reasonable work periods, adequate meal periods and substantial rest periods—are provided for you under the SIU contract and every Seafarer should take full advantage of them.

Cross-Florida Canal Started By Johnson

JACKSONVILLE—In a swing through the South, President Johnson recently threw the switch that began excavation of the 107-mile Cross-Florida Canal. A soaked but cheering crowd of more than 10,000 Floridians awaited the President's arrival, and then his speech on the importance of the canal.

Johnson's action starting the construction of the Canal came shortly after an Army Corps of Engineers study which approved the plan which will shorten by 600 miles, the route for barges and small vessels normally sailing around the southern tip of Florida.

The canal starts here, on the east coast, utilizing the St. Johns River up to Palatka, about 80 miles inland. The excavation

would then be completed to Yankeetown on the west coast, a distance of about 107 miles.

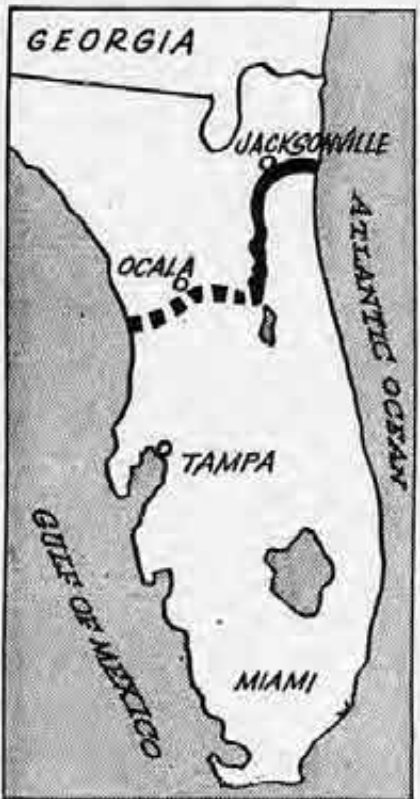
The late President Kennedy had requested a \$1 million appropriation in the last budget to begin the canal project. In 1962 he authorized the spending of about \$200,000 for a study of the feasibility of the project by the Corps of Engineers. The cost of the canal is estimated at \$158 million, of which the Federal Government will pay \$145.5 million and the state of Florida \$12.4 million.

The proposed canal would be utilized mainly by freight barges, small boats and pleasure craft. It is estimated that one million tons of shipping will pass through the canal in its first year of operation, including barges hauling lumber, ore mined in Florida, petroleum, fertilizer, industrial chemicals, paper products, animal feeds and manufactured products.

Completion of the canal will make it possible to haul freight through inland waterways from as far west as Brownsville, Texas, through Florida and up the Atlantic Intercoastal Waterway to New Jersey. In effect this would connect the Mississippi River Valley with the East Coast entirely by water through 2,900 miles of waterways.

An important factor in the Government's push for the canal at this time was reportedly due to the necessity for hauling supplies to Cape Kennedy, although this was not mentioned in the Corps of Engineers' report. Barges hauling such supplies now make the longer trip through the Florida Straits.

The proposed canal will be 150 feet wide and 12 feet deep, with five locks each 84 feet wide, 600 feet long and 13 feet deep. Florida already has a cross-state canal about 350 miles south of the proposed site, but it is only 8 feet deep and narrow and is inadequate for commercial barge traffic.



Map shows route of Canal. From Jacksonville, waterway would utilize St. Johns River for about 80 miles inland, where excavation would begin to the West Coast.

NY Legislators Submit Insurance Extension Bill

ALBANY—A bill to eliminate the possibility of insurance companies using "fear psychology" and pressure on its policyholders to cross a picket line during a lawful strike has been introduced by a Senator and an Assemblyman into the New York State Legislature.

Sponsored by the Insurance Workers International Union, the bill would extend the grace period given to policyholders to pay their premiums so that their insurance policies would not expire. The grace period would be extended until premiums are collected by the agent after the strike ends.

The measure was introduced by Sen. Thomas J. Mackell (D., 9th Sen. Dist., Queens) and by Assem. William C. Brennan (D., 2nd A.D., Queens).

Thousands of insurance agents employed by companies on regular debits collect premiums at the home of the premium payer for life, sickness, accident, and many other kinds of insurance. Should a strike be necessary, the fact that these agents could no longer collect would pose a threat to the policyholder, since payment of premiums is required to keep the protection in force.

It has occurred in the past that pressure has been brought to negate the effect of the strike by having policyholders pay their premiums in the interim directly to the company district office.

The possible use of fear psychology—based on the fact that the policy may be cancelled because of a strike and non-payment of premium—is clearly an unfair tactic on the part of the company. Recently the Massachusetts Legislature enacted a premium payment extension bill similar to the one now before the legislature here.

The measure has been hailed by the state AFL-CIO for the protection it affords the affiliated Insurance Workers.

Norfolk Tugman Pensioner



SIU Inland Boatmen's Union pensioner Marvyn T. Tillett (right) is shown above at the Norfolk hall receiving his first \$150 monthly pension benefit check from IBU Rep. Charlie Moser. Tillett was employed as a deckhand with Curtis Bay Towing Company of Norfolk.



Education Seen Cure For Jobs

To the Editor:
I am writing about the present high US unemployment rate which is receiving so much press coverage these days. It seems we have developed two separate economies. One of these is a highly-protected fortress where employment is secure. The other is an exposed

will still be at a disadvantage. For even if discrimination is eliminated the total number of jobs in the country will still not be increased.

I believe the need here is for further extension of the apprenticeship program and for more vocational education closely tied to existing and prospective job opportunities. Education, of course, will be our number one concern as we progress further into the nuclear age.

Rudy Melgosa

~ ~ ~

Urges Shoreside Gangway Relief

To the Editor:

A motion has been made and carried here on the Azalea City asking that we try to work out an arrangement for a shoreside gangwayman and fire-watch system so that regular crewmembers can get ashore on these fast turnaround ships.

Under this system, the regular crew would work from 8 AM to 4 PM more or less like the officers do, and then would be relieved by someone from ashore. This arrangement would mean more jobs for our men on the beach while they wait for a regular job. If there were five SIU ships in port, then there would be ten extra jobs to come off the board as long as the ships stay in port.

We would also like to see Sea-Land covered by the same agreement Seatrain has to allow for days off in port. After all, Sea-Land ships spend so little time in port that if you have to stand a watch, you may not even have time to go ashore and get a haircut. There should be a different system worked out on this.

G. Castro
Ship's delegate

~ ~ ~

Checks Assist Ear Operation

To the Editor:

I am writing to report that I have received two checks totaling \$841 for my ear operation, which turned out to be very successful. I want to sincerely express my best thanks to all concerned for these benefits.

I have belonged to three seamen's unions during my lifetime, but have never received such fine treatment as during the 20 years that I have been in the SIU. Thank you all very much.

Lawrence McCullough

From the Ships at Sea

Rough weather seems to be a subject on the mind of many a Seafarer sailing north of the equator these days. J. J. Flanagan, ship's delegate on the Transhatteras (Hudson Waterways), reports the ship encountered real tough going on the trip between Portland and Yokohama. However, it's been "seaman's weather" ever since, he says.

Weather has also been something of a problem on the Puerto Rico (Motorships). The department delegates on there send word that poor weather is still the prime villain in keeping them from finishing off the repair list.

Sentiment on the A&J Faith (Pacific Seafarers) is in favor of having tea served with supper instead of the "koolade" they've been getting in the past. Consumption of coffee on the Faith has been cut down since someone broke into the dry stores and made off with two cases of java beans. Another locker holding linen stores was left untouched, according to B.P. McNulty, ship's delegate.

~ ~ ~

The perennial problem of raising enough money to keep the ship's fund solvent has been solved on the Natalie (Maritime Overseas) by resorting to an old standby. Ship's delegate Joseph N. McLaren reports that an arrival pool based on the date of arrival back in the States has been organized to benefit the crew treasury.

~ ~ ~

Seafarers continue to voice their appreciation for good chow turned out in the finest of SIU traditions. Ships whose steward departments are taking bows for crewmembers' votes of thanks include the following: Del Rio (Delta), Elie V (Ocean Cargoes), Seatrain Georgia (Seatrain), A&J Mercury (Pacific Seafarers), Steel Advocate (Isthmian), Alcoa Trader (Alcoa), Walter Rice (Reynolds Metals), Floridian (South Atlantic), Mayflower (Mayflower), Madaket (Waterman), Eldorado (Penn Shipping), Steel Executive (Isthmian), Los Angeles and Beauregard, (Sea-Land Service), Robin Gray (Robin), and Seatrain New York (Seatrain).

~ ~ ~

While a ship's messhall may not match the grand ballroom of New York's Waldorf-Astoria in elegance, the dress of those eating there continues to be an issue. The work on the Elizabethport



Mike



McLaren



Mpontsikaris



Ellingsen

The water that is needed on most of the jobs runs too hot down in the tropics and too cold when the mercury plunges toward freezing in northern waters.

~ ~ ~

George Mike goes down in the record book as the first ship's delegate elected on the supertanker Mount Washington (Victory Carriers). The new tanker's crewmembers also feel especially fortunate to have the services of baker Bill Mpontsikaris who drew a vote of thanks for providing them such treats as pizza, fudge, pastry, etc. between meals.



Ship's delegate Daniel C. Robinson offers vote of thanks for shipmate Charles Moore, AB on the Del Monte (Delta), another of many SIU ham radio operators. Moore was lauded for making ship-shore "phone patches" so crewmen can talk directly to their families while at sea. His call is W5GJL.

(Sea Land) is still "no shorts in the messhall!"

~ ~ ~

Crewmembers aboard the Steel Director (Isthmian) have that warm glow that comes from helping somebody in need. The ship's master has added his thanks to those of the refugees which the Director recently evacuated from the earthquake-shaken Azores, reports Jack Oosse. A story on the ship's rescue efforts appeared in the LOG (March 6).

~ ~ ~

A timely reminder which every Seafarer can heed comes from the minutes of a safety meeting held aboard the Young America (Waterman): Any hazard should be brought to the immediate attention of the department head concerned and not put off until a safety meeting is held!

~ ~ ~

The snack gimmicks some guys can dream up for night lunch! This is what seems to be the case on the Steel Seafarer (Isthmian). An unknown party on there has been asked to quit using the crew's toaster for frying lunch meals and making hot sandwiches after hours. Next thing you know, some guy will be pouring pancake batter down there to make pop-up flapjacks.

~ ~ ~

The crew on the Beloit Victory (Marine Managers) gave a special vote of thanks to its steward department since the meals continued to be excellent despite the fact that the galley staff was short for part of the trip. Anders Ellingsen, ship's delegate, also voiced the hope of the crew that the checkers will use the ship's office instead of the crew's recreation room when they come aboard. Off-duty crewmembers find themselves with no place to park in their own rec' room while the checkers are aboard.

Seafarer's Tanker Model Shows Craftsman's Art

For almost 13 months, Seafarer Francis Fernandes sweated away, using scraps from here and there to construct a beautiful, perfectly-scaled model of the supertanker Thetis (Rye Marine). Fernandes was aboard the Thetis, so he availed himself of the actual

ship's plans to make the intricate model.

A member of the black gang, he worked with the plans, and begged, borrowed and lifted enough 4-gallon cans and other scraps of metal and wood to perform his feat. The result is an impressive achievement.

Fernandes' Thetis measures five-foot-three in length, with a ten-inch beam, and height of nine inches. All valves are personally carved from pieces of wood by Fernandes, and the keel is galvanized.

The original Thetis was built in 1955 at the Newport News Shipbuilding and Dry Dock Company in Newport News, Va. The supertanker is 685 feet long, 93.2 feet wide and 48.8 feet in depth.

Weighing 23,611 gross tons and 41,620 deadweight, it is powered by two-cylinder steam turbines which are capable of producing 22,000 total shaft horsepower.

A native of British Guiana, Fernandes has been sailing with the SIU since 1946. The stocky pumpman joined the Union in the Port of New Orleans shortly after first coming to this country.

Fernandes, his wife Millie, and their five children live in Brooklyn.



Proudly posing with his supertanker model, Seafarer Francis Fernandes shows completed vessel that he built from the ship's plans while sailing on the Thetis (Rye Marine). His model measures 5'3" in length, with a 10" beam.

SEA CHEST

IN NEW ORLEANS:
630 JACKSON

IN BALTIMORE:
1216 E. BALTIMORE

IN NEW YORK:
675-4TH AVE.

Seafarer Hits Voter Trail In Texas Race

Busy rounding up votes these days, Seafarer Herbert (Tex) Strickland is entering the home stretch in his election campaign for the office of sheriff in the Jasper County (Texas) Democratic primary on May 2.

He's seeking the support of friends and Seafarers who live anywhere in the country. A member of the SIU since 1952, Strickland lives with his wife and son near Kirbyville, "approximately in the center of the county," as he puts it.

Jasper County is in the southeast corner of Texas and covers a



Seafarer H. "Tex" Strickland strikes a campaign pose in his bid for sheriff's post.

DEL NORTE (Delta), January 26— Chairman, Maurice Kramer; Secretary, Bill Kaiser. Motion made to endorse the Union's program with respect to a dues increase. \$97.77 in ship's fund. \$58.30 in movie fund. Harry Wolowitz was elected shop's delegate, and was requested to get letter from headquarters regarding weekend and holiday lay-off of steward department in Buenos Aires and Houston while on articles. Suggestion that a letter be written to contract committee bringing out the fact that ship is on articles and not on coastwise articles or a day-to-day pay. Crew should be able to spend the weekend off ship while it is enroute to New Orleans from Houston, because if men are not working OT they should not be required to be aboard. Ship's delegate should contact department heads about getting the quarters, lounge spaces and passageways sougeed after the blowing of the air-conditioning units.

AFOUNDRIA (Waterman), February 9— Chairman, W. Perkins; Secretary, W. Young. Ship's delegate reported dispute over men who are not co-operating with department heads. \$5.58 in ship's fund. Request that a meeting be held as soon as ship is docked, and a Union representative be aboard. Discussion on having patrolman see why ship can't have a port payoff and why men cannot have draws on weekend OT.

TRANSGLOBE (Hudson Waterways), February 13— Chairman, Tony Pallino; Secretary, A. Caram. No beefs reported by department delegates. Vote of thanks extended to the steward department.

AZALEA CITY (Sea-Land), February 13— Chairman, P. Serano; Secretary, W. A. Burton. No beefs reported. Crew requests new washer and television set. No reading material available.

TRANSHATTERS (Hudson Waterways), January 26— Chairman, J. A. Batilli; Secretary, Ken Hayes. No beefs reported by department delegates.

All members asked to donate \$2.00 each to ship's fund as there is a deficit of \$29.35. Pleasant trip so far.

TRANSEASTERN (Transeastern Shiping), January 8— Chairman, M. Whisnand; Secretary, L. Strange. Ship's delegate injured and left ship at Lake Charles. Will have patrolman conduct meeting and have an election for ship's delegate. Discussion on canned milk. Crew claim fruit juices are not pure juice.

ROBIN TRENT (Robin), January 19— Chairman, A. Thompson; Secretary, G. Trosclair. No beefs reported by department delegates. Received reply to letter which was sent to

DIGEST of SIU SHIP MEETINGS

headquarters. Smooth trip, with all hands in top shape. \$14.10 in ship's fund. Motion to have boarding patrolman have lifeboat checked and tank pressures tested. Crew messman gave vote of thanks to watch standers for helping him keep messroom clean and orderly. Vote of thanks extended to steward department, especially the baker. Crew getting fat and sassy.

GLOBE EXPLORER (Maritime Overseas), January 19— Chairman, John W. Williams; Secretary, George C. Foley. No major beefs reported. Two men left ship in Haifa. All repairs that could be taken care of at sea have been completed. Negotiating committee should get a standard launch schedule to apply when specified by the contract, and to be incorporated into the standard contract. Headquarters asked to seal the envelopes when mailing material to ship, as some

material is believed to have been missing. Engineers would like deferring night lunch, and demand sauces which are not available.

ARTHUR M. HUDDLELL (Isthmian), November 16— Chairman, J. Heacock; Secretary, W. A. Aceck. Discussion on shipboard hygiene. Nothing in ship's fund. No beefs reported. Salt water is in fresh water tanks. Lodging and subsistence okayed for 3 nights and 7 meals. Request to vary night lunch.

NIAGARA (Sea Transport), December 22— Chairman, H. M. Connell; Secretary, C. R. West. Few minor beefs that cannot be settled among crew. Some disputed OT in deck department. It was suggested to write to headquarters asking for clarification on who is to weld on ship and who works on evacuator. Letter mailed on pension plan. New ship's delegate elected.

STEEL DESIGNER (Isthmian), December 22— Chairman, Jack Arellanes; Secretary, H. Whitely. Things running smoothly says report of ship's delegate. \$19.50 in ship's fund. Some disputed OT to be taken up with patrolman. Discussion on travelers checks at the draw. Vote of thanks was given to the 3rd officer and also the steward and carpenter for showing movies to the crew during trip.

SEATRAN GEORGIA (Seatrains), November 25— Chairman, Horace B. Gaskill; Secretary, Roberto Hannibal. Ship's delegate reported that the mate will not give any room keys without a \$1.00 deposit. \$16.00 in ship's fund. Discussion on why this ship did not honor the late President on the Monday that was proclaimed for mourning. There was chipping, hammering, boat drill and no American flag flying half mast. Vote of thanks extended to steward department.

ALMENA (Marine Carriers), January 30— Chairman, P. Pravas; Secretary, R. Schaeffer. Ship's delegate resigned with a vote of thanks to all. John Miankian was elected to

serve. \$8.50 in ship's fund. Some disputed OT in deck and steward departments. Discussion on attitude of captain toward unlicensed member in Seattle last trip. Subsistence to be claimed for six days. Salt water in drinking and shower water. No water taken on in the Canal. Captain refusing to recognize two members of the unlicensed personnel on Union business.

JEFFERSON CITY VICTORY (Victory Carriers), Jan. 11— Chairman, Jackson; Secretary, J. E. Gross. Brother Scott was elected to serve as ship's delegate. Discussion on men entering foc'les at all hours of the night. Ship's delegate discussed harmony among crew.

OVERSEAS EVA (Maritime Overseas), Dec. 7— Chairman, R. Darville; Secretary, P. Whitlow. Ship's delegate explained the purpose of keeping all main deck passageway doors locked while in foreign ports. All hands to use topside ladders to get below. Some disputed OT in deck and engine departments. Motion made to change ship's chandler from the Gulf port area, as he is supplying ship with inferior grades of merchandise. Crew feels that top prices are being paid and they should receive a better grade. Suggestion that slopchest list be checked. Prices appear to be high on certain items.

ELIE V (Ocean Cargoes), Dec. 31— Chairman, Ira C. Brown; Secretary, Oliver N. Myers. Motion to have blower vents repaired so that there is proper ventilation in all crew quarters and to have same system hooked up on port side. Motion to have all drinking and cooking water tested. Vote of thanks extended to steward department for excellent food and service. Crew's quarters flooded out after five days of rough weather. Most of the crew got hot when the chief engineer disconnected and disassembled the forced draft vents for the crew and left them on for the officers. Full report of this incident will be made at payoff.

Comet's High Hopes: Better Days Ahead

Shipping on what may seem to be a "lemon" is apt to leave a sour taste in a Seafarer's mouth and can dim the rosy glow from otherwise cheerful occasions. This observation is borne out by a late report of Yuletide celebrations on the supertanker Orion Comet (Western Tankers).

The story of the Comet's

Christmas, by crewmember A. H. Cook, was appropriately dated December 25, but it ended up in the LOG's mailbox bearing a March 2 postmark from a State-side address. Thus, the conclusion that poor mail service or a neglectful mailer somewhere along the line helped cloud spirits on the Comet in days past.

Cook's sharp comments are those of a Seafarer who is determined to keep his spirits up on a day which is traditionally marked by a certain holiday tradition, even though shipboard conditions may reduce the observance to a minimum.

The first scene Cook describes

took place in the galley where the baker, who "seemed in good spirits," greeted him with a "cheery Merry." The steward, he says, "looked hungry, just like his menus."

Next, Brother Cook introduces Frank, the new ship's delegate, who acts "just as his name sounds." Frank extended Christmas greetings from the ship's master, Captain Camenos, a man who could play Scrooge in any Seafarer's "Christmas Tale."

The captain, who sounds like he stepped fresh from the pages of Charles Dickens' immortal Yule

story, doles out as few coins as possible for his crew whenever the vessel hits port. As an example, Cook describes a draw in Aden where crew members had to live on \$40 apiece for the three days they were ashore.

Captain To Vacation

The Orion Comet's crew, Cook reports, hopes there is no exaggeration in the report that the ship's master is planning a vacation in the near future. The skipper was heard to confide as much to the chief mate on at least one occasion. A couple of crewmembers have indicated they might

chip in to provide the captain with the wherewithal for an early getaway, if that's his pleasure. They were headed home at the time anyway.

However, Cook's memory brightens up at the memory of the Christmas dinner where "the messmen dressed up in smart jackets to make the meal look sharp and plentiful."

He also turns a hopeful eye to the future as he concludes: "Who cares? We are living and still have the SIU. There are other ships and other captains. We just picked a LEMON."

Newcomer



Fitted out with his own version of a Seafarer's white cap, Juan C. Moore is the latest offspring of Seafarer and Mrs. Lester C. Moore of Livingston, Texas. The youngster joined the Moore clan on May 5, 1963.

Thanks SIU For Flowers

To the Editor:

I wish to thank the SIU for the lovely flowers sent to my son Archie Wright's funeral some time ago in Baltimore, Md.

I would also like to thank every member of the Union, his friends and fellow Seafarers who attended the funeral. Our whole family will never forget the kindness that was shown us.

All we can say from the depth of our hearts is thank you all very much and may God's blessings reach out to every SIU member.

Mrs. Maude M. Wright

Can't Forget Holiday Dinner

To the Editor:

It's been a long time since I wrote the LOG, but I can't forget the exceptional holiday dinner we enjoyed on the Gateway City. Of all the holiday meals I have eaten, this one was the best, and if my brother SIU members could have seen

the menu, they couldn't help being jealous of us.

The man responsible for this unforgettable repast was the famous SIU steward of the Sea-Land Service, Simeon M. Simos. Members of his department who helped prepare and serve were Pablo Mendes, chief cook; Dario Rios, baker; O.

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.

Rosado, third cook; P. Viruet, crew messman; J. Napolenis, crew pantry; C. Mojica, saloon pantry, and F. Quinonez, saloon mess.

A toast was given by the crew of the Gateway City to all SIU members and their families, that they might have as much, and that all should be thankful in the future as well as for the past.

Joe Lapham
Deck delegate

Port Said Care Is Rated 'Tops'

To the Editor:

I have been in this hospital in Port Said and can recommend it to any seaman who gets sick here. Dr. Gunther, who is taking care of me, is out of this world. The people can't do enough for you and the meals are fine too.

I've been here three days and feel like a million dollars, so I'll be able to travel now. But, the doctor won't let me loose for two more days. I had bronchitis on the Penn Exporter. They gave me medicine and I'm breathing well again without any trouble at all. The nurses are just wonderful. They can't do enough for me.

I was a little afraid of going to the hospital here until I found out for myself how good it was. I don't know what nationality Dr. Gunther is, but he sure is great.

I only hope that every Seafarer who has the need for medical attention receives the same wonderful care that I got during my illness.

James McGuffey

Canadian Backs SIU On Lakes

To the Editor:

I have always supported your stand on the Upper Lakes dispute. Now I see that our prime minister is going to build up the Canadian ocean fleet.

I remember reading a letter in a 1961 issue of the "Canadian Sailor" from that scab owner Gordon C. Leitch of Upper Lakes to Brother Hal C. Banks. Leitch was trying to get the SIU to guarantee British wage standards for the deep-sea ships being built for him.

Now it seems the shackles are tightening on this company as the rest of the labor movement catches on to what is happening because of the union trusteeship law.

I read how the steamer John Ericsson was tied up in Chicago and I hope she is stuck there until the bottom falls out of her. I worked her in 1950 and even then she was a "hell" ship.

Please keep the LOG coming to my new address, so I can keep in touch.

John N. Williams
Prince Rupert, BC

Shipboard Swap Session Sees Tale-Tellers Tangle

Seafarer William C. Sellers, bosun aboard the La Salle (Waterman), has written the LOG of an amazing bull session held aboard his ship. So amazing, in fact, was the conversation, that Sellers now thinks the SS proceeding the ship's name stands for "Sea Story."

It all began when Leo Charette, known as the "Rhode Island renegade," started regaling the assemblage with his stories of some big northern hunts. It seems, however, that Pa (Beattie) Brown, a seagoing man from Theodore, Ala., had done just about everything, from grappling red horse sucker flies barehanded, to skinning grizzly bears with a penknife.

Then, up stepped the champion, Nathan E. (Hat) Jones, who claims he has skinned caribou, elk and black bear, using only strips of birch bark, and then toled them two miles in the snow. Jones added that he is a part-time game warden with several important friends and relatives in Washington, so poachers know now where to turn when in dutch.

But Beattie used to barbecue whole deer at a time, and make steam kettles of sauce at the same time to feed his hungry hunting parties.

Not to be outdone, Jones came back to tell about the time it was so hot he just hung a skinned deer on the back porch and let old Mother Nature cook it for him while he sat inside and made moose moccasins for the little ones. It looks like Jones is going to retain the championship this trip. Later, however, an argument

about dynamite grabbed the interest of the tale-tellers and "Hat" Jones allowed that the only kind of fireworks he ever buys for his kids is the big stuff. So along came Beattie Brown who informed the group that he is the only man alive with a license to blast dynamite within the city limits of Miami. He humbly added that he is a world-renowned demolitions expert. The



Sellers

who has spent many cold and wet days waiting it out in a deer stand. Although he might not be too hot afield, says Sellers, watch out when he dons an apron and goes into the kitchen. Look out, then comes the real gourmet style victuals.

Weight Problem

Everybody's also getting fat on Bill YBarra's baking, Sellers reports. Mr. Edlund (the inventor of the can opener) and James Abrams (the user of the can opener) are slaving away, making this ship one of the really great feeders, he declares.

Then, there's the chef, Bill Harper, who makes it a point to bring sweet pickles, hot pickled peppers, home ground corn meal and wild herbs from his farm in Dixie. Sellers says, the entire crew is wild on Bill's succulent barbecue sauce, straight from Mississippi.



bragging stopped, for "Beattie" Brown has finally topped old "Hat" Jones.

Of course, there is also Jimmie (Hound Dog) Bartlett, the steward,

Foreign Payoff? Leave Clean Ship

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

LOG-A-RHYTHM:

J. F. K.

By Tony Toker

Just, as justice can be, was he,
On decisions to make with humanity at stake,
He never conceded, although he despaired,
Not even to the "Russian Bear."

First came his country second to none,
Including his family, even his son,
This was the "Jack" who was hated by few,
Zealously pursued beliefs to be true,
Giving to nations in need and despair—
Even to enemies, to show that we care.
Rejecting prestige of that Kennedy fame,
A name as renowned as that of the Maine;
Left in its wake, his name so bold,
Dying for his country, the young and the old.

Keeping ahead of subversive deeds,
Endlessly beseeching for peace,
Never once faltering, wavering nought,
Not for an eyewink, for fear to be caught.
Ending this epitaph there leaves only one:
"Daddy," he was called when day's end had come;
Yesterday is but tomorrow for little "John-John."



Good Feeding For Topa Topa

Members of the hard-working steward department on the Topa Topa (Waterman) are caught by the camera, preparing meals which have produced many a vote of thanks from the crew. Above, Fred Duchmann, 2nd cook (left), and Lawrence Holt, galley utilityman, prepare for meal-time rush. Right, Samuel Tyler, crew pantryman, makes sure that the Topa's dishes are spotless.



BRADFORD ISLAND (Ciliae Service), Nov. 25—Chairman, Ed Wright; Secretary, M. Olson. Ship's delegate reported no beefs. Everything running smoothly. One man missed ship. Food and cooking on this ship is A-1.

MONARCH OF THE SEAS (Waterman), Jan. 19—Chairman, Robert N. Kelley; Secretary, Brown Huszar. No beefs reported by the department delegates. Motion made that ship's delegate write to the negotiating committee about wage increase. It was discussed that something should be done about longshoremen taking over crew messroom and taking all night lunch. Motion to request negotiating committee to work out retirement fund or pension for those who have 30 years with Union and 15 years in seafaring.

ROBIN GRAY (Robin), Jan. 25 — Chairman, Anthony Gregalin; Secretary, John F. Loughlin. \$12.52 in ship's fund. Some delayed sailing disputed in steward department. Vote of thanks extended to steward department.

ALCOA RUNNER (Alcoa), Jan. 26 — Chairman, W. Wallace; Secretary, J. W. Calhoun Jr. No beefs were reported by department delegates. All repairs that were turned in will be taken care of. Crew pantry has been painted, and topside pantry to be painted next. Everyone requested to be more cooperative in keeping pantry clean at night.

A & J MERCURY (Pacific Seafarers), Jan. 12—Chairman, J. Homany; Secretary, T. Trehern. Some disputed OT in the three departments. Motion made that provisions and stores be checked.

BEAUREGARD (Sea-Land), Jan. 19—Chairman, C. Hemby; Secretary, P. Jakulem. \$3.00 in ship's fund. Discussion on benefits and dues increase, time off and transportation from ship to airport. It was agreed to refer these above to headquarters. C.

Gauthier was elected as ship's delegate. Vote of thanks extended to outgoing ship's delegate, Brother Hopkins, for a job well done. Discussion on controlling heat temperature for quarters back aft. Vote of thanks to steward department for job well done.

SAN JUAN (Sea-Land), Dec. 23 — Chairman, A. C. Beck; Secretary, J. Lynch. One man was left in hospital in Puerto Rico. Beef between deck department and chief mate to be

DIGEST of SIU SHIP MEETINGS

turned over to boarding patrolman. Motion made to let company officials know about keeping the ship at sea on Christmas when most of the boys could have been home. Motion made to request new lockers as the ones aboard now are too small.

MAYFLOWER (Mayflower), Jan. 27 — Chairman, James Sumpter; Secretary, R. Sanchez. Ship's delegate reported everything okay. James Sumpter will take over as new ship's delegate after payoff. TV was paid for by former ship's delegate Roy Pierce. Motion made that SIU members be eligible for retirement at any age with 15 years' seafaring or 20 years in the Union. Larger pension pay discussed. Motion made for all ships to have draw 24 hours before entering port for payoff, so that men off watch can go ashore. Vote of thanks to steward department for job well done. Vote of thanks to outgoing ship's delegate.

STEEL EXECUTIVE (Isthmian), Jan. 5—Chairman, Ray Holder; Secretary, Bill Stark. Motion made to have write-in ballots for all ships at sea whenever any issue comes up requiring a membership vote. Lengthy discussion on increase in dues. No beefs reported by department delegate. Smooth trip. Cleaning of laundry room will be divided between three departments. Captain has installed antenna lines for each side of ship. Little problem of rusty water. Chief engineer will try to improve same. \$20.20 in ship's fund. Vote of thanks to steward department for excellent holiday feeding.

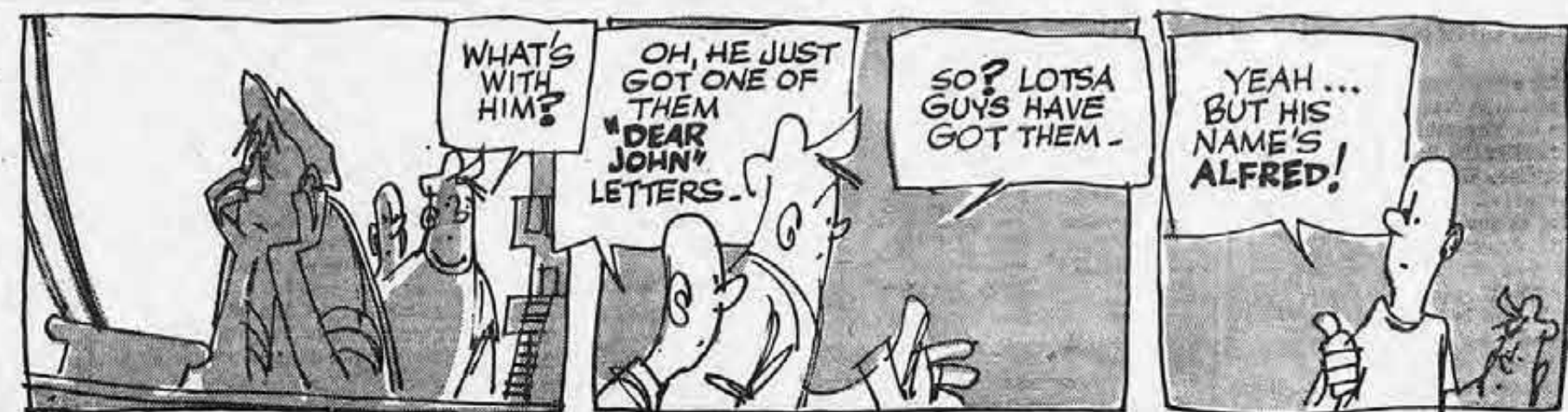
STEEL CHEMIST (Isthmian), Jan. 18 — Chairman, George Finkles; Secretary, Robert Rivera. Ship running smoothly with no beefs. \$21.00 in ship's fund. Anyone wishing to donate to fund at payoff may do so.

LOS ANGELES (Sea-Land), Feb. 3 — Chairman, J. Wade; Secretary, J. J. O'Hara. No beefs reported by department delegates. Vote of thanks extended to the steward department, especially the baker.

MONTPELIER VICTORY (Victory Carriers), Feb. 7 — Chairman, J. Whalley; Secretary, M. Silvers. \$7.45 in ship's fund. Few hours disputed OT in deck and steward department. Crew requested to bring coffee cups back to pantry.

PRODUCER (Marine Carriers), Jan. 12—Chairman, M. P. Cox; Secretary, T. W. Kubeckis. Some disputed OT in deck and engine departments. Boarding patrolman to be contacted regarding wiper who was fired.

PRODUCER (Marine Carriers), Feb. 2 — Chairman, Bill Millinson; Secretary, J. Flanagan. Everything running smoothly. No beefs reported. Red Townsend was elected to serve as new ship's delegate. Fans need checking. Delegates from each department to check same.



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:

Robin Ann Kyle, born November 16, 1963, to the Robert Kyles, Woodbury, N.J.

Laura Lee Donaldson, born November 25, 1963, to the John W. Donaldsons, Galveston, Texas.

Ronald Goralski, Jr., born October 17, 1963, to the Ronald J. Goralskis, Baltimore, Md.

David Manuel, born September 17, 1963, to the Allen Manuels, Lake Charles, La.

Huey Creig Vizen, born October 24, 1963, to the Herman J. L. Vizenas, Oberlin, La.

Greg Joseph Douglas, born November 12, 1963, to the Alton E. Douglas, New Orleans, La.

Jeri Lynn Jernigan, born No-

vember 11, 1963, to the Partha E. Jernigans, Brentwood, NY.

Margaret Ann Manders, born November 14, 1963, to the George A. Manders, Mobile, Ala.

David Powell, born September 9, 1963, to the Richard Powells, Port Allen, La.

Gwendal Pierce, born October 22, 1963, to the James W. Pierces, Lucedale, Miss.

Daniel Aston, born October 17, 1963, to the Thomas Astons, Houma, La.

Clarence J. Scoper, III, born October 17, 1963, to the Clarence J. Scopers, Jr., New Orleans, La.

Thomas Anthony Milne, Jr.,

born December 8, 1963, to the Thomas A. Milnes Sr., Mobile, Ala.

Patie Rene Naylor, born November 20, 1963, to the James H. Naylor, Coden, Ala.

David Violante, born September 26, 1963, to the Joseph Violantes, Baltimore, Md.

Jean Marie Dolan, born June 13, 1963, to the John P. Dolans, Chicago, Ill.

Sandra Ann Bighan, born November 6, 1963, to the Henry W. Bighans, Waxhaw, NC.

Lawrence Bernard, born October 7, 1963, to the Lawrence Bernards, Trenton, Mich.

Eric O'Bryan Welch, born December 11, 1963, to the Edwin E. Welches, Port Arthur, Tex.

Robert Maldonado, born March 22, 1963, to the Andres O. Maldonados, Brooklyn, NY.

Deborah Ann Ponis, born October 31, 1963, to the Edward Ponis, Baltimore, Md.

Walter R. Farrier, born October 31, 1963, to the Walter Farriers, Baltimore, Md.

Sylvester John Blazik, born November, 1963, to the Sylvester Blaziks, Edwardsville, Pa.

Nolan W. L. De Latte, Jr., born October 28, 1963, to the Nolan W. De Lattes, Gretna, La.

SIU Death Benefit



Mrs. Virginia Jourdan Bishop, beneficiary of Seafarer Arthur Jourdan, receives SIU death benefit check from Port Agent Floyd Hammer, who visited family home at Muskegon, Mich., to make the presentation after Jourdan's death.

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 Herman Shonning, III, 27: Brother Shonning died of injuries he received in an automobile accident on December 26, 1963 in the Wilmington Receiving Hospital, Wilmington, Calif. A member of the SIU since 1959, he had sailed in the engine department. He is survived by his mother, Mrs. Blanche L. Shonning, Long Beach, Calif. Burial was in the Westminster Memorial Park, Los Angeles, Calif.

Frank Soileau, 28: Brother Soileau was the victim of an automobile accident on September 22, 1963 near Lake Charles, La. He had sailed with the SIU since 1953 and held ratings in all departments. He is survived by his wife, Mrs. Geraldine S. Soileau, West Monroe, La. Burial was in the Mamou Cemetery, Mamou, La.

Diego Cordero, 61: Brother Cordero died of natural causes on December 21, 1963, in the Staten Island (NY) USPHS Hospital. A member of the Union since 1939, he sailed in the engine department and had been on pension since last May. He is survived by his wife, Mrs. Juana Cordero, of Brooklyn. He was buried in Puerto Rico.

John Gardner, 42: A respiratory illness was fatal to Brother Gardner on November 5, 1963 in the San Francisco USPHS Hospital. Shipping in the steward department, he was an SIU member since 1946. He is survived by his brother, J. C. Gardner, of Mobile, Ala. Burial was in Mobile.

John Luther Sikes, 65: Brother Sikes died at his residence in Savannah, Ga., of heart failure on January 8, 1964. He had sailed in the engine department with the SIU since 1939. Surviving is his wife, Mrs. Catherine Sikes, Savannah. Burial was in the Greenwich Cemetery, Savannah.



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, LA.**
 Edgar Barton, Bennis W. Morgan
 Fred Brand, Jr., John Nuss
 Byron Broadus, Wade Harrall
 George Bunch, Walter Johnson
 Wilbert Burke, John Kennedy
 George Burelson, Claude Lomes
 Mallory Coffey, A. Lykardopol
 Steve Crawford, Henry J. Maas, Jr.
 Edward Crehan, Theodore Phelps
 Robert Cumberland, Albert Rebane
 Thomas Davis, Harold Robinson
 C. R. Deane, Nick Scopollitis
 Wm. J. Dunahue, Horace Sikes
 H. D. Dunn, Earnest Smallwood
 Frank Duplechin, Samuel Solomon
 James Egan, Daniel Sommer
 Hal R. Ellis, Jr., A. Spitzfoden
 Audley Foster, Finis Strickland
 Joseph Gallant, Adolph Swenson
 Eugene Gallaspy, Ruffin Thomas
 Jesse Green, James Thompson
 Theo Griffith, J. M. Trammontano
 Michael Hall, Bobby Troclair
 Willie Hardeman, Howard Van Ecker
 Eugene Jones, Howard Waters
 Thomas Keysee, Robert White
 Theodore Lee, S. Whittington
 James Lala, Henry Wintzel
 M. Martimovich, William Woisey
 Mont McNabb, Jr., Andrew Zeisch
- USPHS HOSPITAL, STATEN ISLAND, NEW YORK**
 Louis Almeida, Clifton Nelson
 F. Armenia, Harold Nelson
 Samuel Bailey, Francis Neves
 Victor Bonet, Ancus Olson
 Joseph Brooks, George O'Rourke
 Arthur Collett, Josa Pacheco
 Gabriel Colon, S. Peliksz
 Howard Credeur, Teotonio Pereira
 Pedro DeJesus, Arno Pears
 Lionel Desplant, Eugene Pfahn
 Henry Diehl, Steven Potnos
 Peter Dolan, Pedro Reyes
 Joseph Felton, Jacques Rion
 Max Fingerhut, Ignatus Salerno
 John Gotseff, Nathan Dixon
 Richard Green, John Schlumun
 Milburn Hatley, James Sealy
 Frank Hernandez, Francisco Solis
 Donald Hicks, Al Stracciolini
 Paul Jones, Lester Sturtevant
 Michael Karpiak, Jose Toro
 William King, Carlos Troncoso
 Walter Kowalczyk, Christos Tsambis
 Charles LaRosa, Walter Ulrich
 Paul Liotta, Floyd Van Curier
 Serafin Lopez, Sol Vecchione
 John Lynch, Ernest Vitov
 Edward Mcadoo, Harry White
 James McCauley, Henry Watson
 Jose Miralla
- USPHS HOSPITAL, BALTIMORE, MARYLAND**
 Charles Burg, Davaid Cincora

- Steven Cornell, James Mitchell
 R. E. Dabney, Leon Norezyk
 Jeff Davis, Antonio Palmers
 Grover Day, Vance Palmer
 John DeVaux, James Redden
 Benjamin Leon, James Shipley
 Gorman Glaze, A. Skalamera
 Samuel Gordon, Carl Smith
 John Jones, Edward Tresnick
 Carroll Harper, Wilbert Wentling
 Joseph Michael, Nicholas Wuchina
- MOUNT WILSON STATE HOSPITAL, MOUNT WILSON, MARYLAND**
 Hector Durate
- USPHS HOSPITAL, GALVESTON, TEXAS**
 Arthur Baker, Julian Mendoza
 Woodrow Balch, Joseph Moore
 John Battles, Blanton McGowan
 Raymond Brown, Frederick Neely
 William Bruce, Roy Peebles
 Charles Coltran, Philip Robinson
 Hubert Cantwell, Jack Rowland
 Gilbert Delgado, M. A. Smith
 Vincente Garcia, P. L. Sealy
 Jorge Griffith, Clarence Simmons
 Joseph Hanks, Walter Sprinkles
 George Howard, Ernest Wright
 Thomas Kirby, Donald Wasson
 Charles Martin
- USPHS HOSPITAL, NORFOLK, VIRGINIA**
 William Anderson, Marion Luksa
 Joyce Eskdale, James Marks
 Alan Foshee, William Mason
 Oscar Jones, Fred Murphy
 Percy Jones, Jr., Alfonso Sandino
 Anthony Kopacy, Robert Sawyer
- USPHS HOSPITAL, CHICAGO, ILLINOIS**
 Vincent Carroll, Woodrow Rintoul
 Louis Little, Raymond Kirsten
 Joseph Schmidt
- USPHS HOSPITAL, SAVANNAH, GEORGIA**
 Richard Pardo, Wm. H. Dunham
 H. Burnsee, Jerry Morris
 James Bolana
- USPHS HOSPITAL, BRIGHTON, MASS.**
 Archie Davis, Charles Robinson
 Edsel Malcom
- USPHS HOSPITAL, SEATTLE, WASHINGTON**
 Edwin Ainsworth, Chas. Muncarella
 Sam Bowsen, Earl Poe
 Peter Kruplavich, Harvey Hill
 Robert Nielsen
- USPHS HOSPITAL, SAN FRANCISCO, CALIF.**
 E. Humbird, Jr., Leo Benison
 Carl McCranie, Nicholas Caputo
 Robert Noonan, Robert Farrar
 Raymond Ruppert, Charlie Gedra
 Victor Shavroff, Henry Hock

PERSONALS and NOTICES

Money Due
 Unclaimed wages are being held for the following men, including Thomas J. Gray, who is owed \$266.99, by the Robln Line division of Moore-McCormack Lines, 2 Broadway, New York 4, NY:
 T. P. McDonough, W. M. O'Connor, Charles P. Lord, Caetano Busciglio, A. Donaldson, M. J. Blatchford, T. F. Randall, Larry F. Huff, Jerry A. Mixon, Arvell Bearden, Paul L. Rinrow and Steven Tuder.

Reginald P. Sirois
 The above-named or anyone knowing his present location is urgently asked to have him contact his sister Angie at once. She has news of importance for him.

Tax Refund Checks
 Income tax refund checks are being held for the following SIU members by Jack Lynch, Room 201, SUP Building, 459 Harrison Street, San Francisco 5, Calif.
 Joseph A. Alves, Margarito Borja, Eigil E. Hjelm, Ah L. King, Nikita Kushelevsky, John Misakian, Elmer J. Moe, Alli Nasroen, Waldo M. Oliver, Jorgen G. Pedersen and William Saltarex.

Larkin C. Smith
 Contact your sister, Dorothy Sue Smith, 625 Clayton Street, Tupelo, Miss., about the recent death of your mother. She also has your tax withholding form.

Gordon Chambers
 The above-named Seafarer or anyone knowing his whereabouts is asked to contact his mother, Mrs. Anna Chambers, 1145 Woodycrest Avenue, Bronx 52, NY, about an urgent matter.

Jose Fernandez
 Mrs. Connie Calvo, 287 Hudson Street, New York 13, NY, would like to hear from you at the earliest convenience.

John Elliott
 Get in touch with Michael Kindya, 730 Montauk Highway, Center Moriches, NY.

Don Giddings
 Contact your mother as quickly as possible.

Daniel A. Hetherington
 The above-named or anyone knowing his present address is asked to contact Mrs. Daniel A. Hetherington, Jr., 749 St. Charles Avenue, New Orleans, La.

James Russell Egan
 You are asked to get in touch with Thomas O. Tyler of Vienna, Maryland.

Herman Hickman
 Irving Sudduth is anxious to contact you. Write him at 810 Rentz Avenue, Pensacola, Fla.

Robert E. McGonagle
 Your mother is ill. Get in touch with your family as quickly as possible at 312 Bunkerhill Street, Charlestown 29, Mass.

Philip Sterling Brooks
 Your son Philip is very anxious to get in touch with you and have you meet his family. The above-named or anyone knowing his whereabouts is asked to write 22313 Kathryn Avenue, Torrance, Calif., with any information.

Quitting Ship? Notify Union

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

Joint Talks On Wheat Deal

(Continued from page 3)

US bottoms included boycotting of all Soviet grain cargoes by the ILA for ten days and a tie-up of nine vessels.

As a result of the dramatic union fight, the Government announced that it would act to assure resolution of the issues presented by the labor group. Monday's meeting is to cover the question of shipping grains other than wheat and wheat flour to Communist bloc nations, but will probably touch on other

maritime issues of concern to the unions.

Meanwhile, implementation of separate agreements involving deep-draft US vessels originally barred from the grain movement to Russia has led to the chartering of four more SIU-contracted ships including the giant supertanker Manhattan of 106,000 tons. Both the Manhattan and Transeastern were originally barred from the wheat shipping arrangements, but were belatedly included after a special US Government-industry

delegation went over to Russia to check the facts for themselves.

The delegation achieved agreement with the Russians one day after its arrival when it developed that the Russians had never really been consulted by American grain traders on the use of the deep-draft ships.

In seeking to make an extra \$9 to \$10 per ton by carrying grain aboard foreign-flag vessels rather than American, the grain dealers and brokers had taken every possible step to freeze out available American tonnage so that foreign ships could be used. In addition to the Transeastern and Manhattan, the Ocean Ulla and the Globe Explorer were added to the list of SIU-contracted ships scheduled to carry grain to the USSR, bringing the total to 20 such vessels.

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

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

Series of Discussions

A series of discussions and conferences between union and Government officials, including President Lyndon Johnson and AFL-CIO President George Meany, produced a plan to resolve the issues. This was based on a set of proposals submitted by ILA President Thomas W. Gleason, which represented the joint position of Gleason, Hall and Curran.

This plan included provisions that future shipments of grains to Russia would be made with a minimum of 50 percent carried in US-flag vessels, and called for substitution of other cargoes to make up for the 128,000 tons of wheat which the Maritime Administration had permitted to move on foreign ships, but which should have gone on US vessels.

The plan also involved establishment of appropriate joint committees to discuss pending issues arising out of the grain sales to the Soviet bloc and other issues in maritime generally.

Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

PRESIDENT
Paul Hall

EXECUTIVE VICE-PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard
Al Tanner

Lindsey Williams
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 2-6140
DETROIT 10225 W. Jefferson Ave.
Vinewood 3-4741

HEADQUARTERS 675 4th Ave., Bklyn
HYacinth 9-0600

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 Neiry, Agent HENlock 2-1754
NEW ORLEANS 630 Jackson Ave.
Buck Stephens, Agent Tel. 529-7546
NEW YORK 675 4th Ave., Brooklyn
HYacinth 9-0600

NORFOLK 115 Third St.
Gordon Spencer, Acting Agent 622-1892

PHILADELPHIA 2604 S. 4th St.
Frank Drozak, Agent DEWey 6-3818

SAN FRANCISCO 459 Harrison St.
Paul Gonsorenik, Agent DOuglas 2-4901
E. B. McAuley, West Coast Rep.

SANTURCE PR 1313 Fernandez Juncos
Stop 20
Keith Terpe, Hq. Rep. Phone 724-2343

SEATTLE 2505 1st Ave.
Ted Babkowski, Agent MAIn 3-4324

TAMPA 312 Harrison St.
Jeff Gillette, Agent 229-2783

WILMINGTON Calif 505 N. Marine Ave.
Frank Boyne, Agent TErminAl 4-2528

PHILADELPHIA 2604 S 4th St.
DEWey 6-3828

TAMPA 312 Harrison St.
Tel. 229-2783

GREAT LAKES TUG & DREDGE REGION
REGIONAL DIRECTOR
Robert Jones

Dredge Workers Section
ASSISTANT DIRECTOR
Harold F. Yen

BUFFALO 94 Henrietta Ave.
Arthur Miller, Agent TR 5-1536

CHICAGO 2300 N. Kimball
Trygve Varden, Agent ALbany 2-1154

CLEVELAND 1420 W. 25th St.
Tom Gerrity, Agent 621-5490

DETROIT 1570 Liberty Ave.
Lincoln Park, Mich.
Ernest Demersee, Agent DU 2-7894

DULUTH 312 W. Second St.
Norman Jelicocour, Agent RAndolph 7-6222

SAULT STE. MARIE
Address mail to Brimley, Mich.
Wayne Weston, Agent BRimley 14-R 5

TOLEDO 423 Central St.
CH 2-7731

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 (the sure to include registration number). The next SIU meetings will be:

New York	April 6	Detroit	April 10
Philadelphia	April 7	Houston	April 13
Baltimore	April 8	New Orleans	April 14
Mobile	April 15		

West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule through June, 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
April 20	April 22	March 20
May 18	May 20	April 24
June 15	June 17	May 22
		June 19

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	April 6, 20-2 PM
Alpena, Buffalo, Chicago, Cleveland, Duluth, Frankfort, Mobile	April 6, 20-7 PM

SIU Inland Boatmen's Union

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

Philadelphia	April 7-5 PM
Baltimore (licensed and unlicensed)	April 8-5 PM
Houston	April 13-5 PM
Norfolk	April 9-7 PM
N'Orleans	April 14-5 PM
Mobile	April 15-5 PM

RAILWAY MARINE REGION

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

Jersey City	April 13
Philadelphia	April 14
Baltimore	April 15
*Norfolk	April 16

GREAT LAKES TUG AND DREDGE REGION

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

Detroit	April 13
Milwaukee	April 13
Chicago	April 14
Buffalo	April 15
†Sault Ste. Marie	April 16
Duluth	April 17
Lorain	April 17

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

Cleveland April 17
Toledo April 17
Ashtabula April 17

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

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	April 6
Baltimore	April 7
Philadelphia	April 8
Houston	April 13
Mobile	April 15

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

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.

MTD MARITIME TRADES DEPARTMENT * AFL-CIO

Chartered in 1946 by the American Federation of Labor at its 65th convention in Chicago, the Maritime Trades Department has made vast strides under the constitution of the AFL-CIO.

Today it represents some 400,000 seagoing and shoreside workers employed in the maritime industry and allied fields. Its members represent 29 national and international unions, and are employed as seamen, licensed marine officers, longshoremen, tugboatmen, dredgemen, fishermen, cannery workers, pier and terminal workers, repair workers, marine draftsmen, shipyard workers and in many allied crafts. The Seafarers International Union of North America and its member unions are charter members of the MTD.

The Department has promoted the interests of workers in the industry through inter-union cooperation and a program of information directed toward Congress and government agencies on all levels. In this role, it has provided the machinery for policies and programs of benefit not only to its affiliated unions, but also to the whole trade union movement.

The MTD is one of the six trade and industrial departments of the AFL-CIO, with national headquarters in the AFL-CIO building in

Washington. Its success is illustrated by the fact that its membership reflects a broad cross-section of AFL-CIO unions in one field. Its growth also emphasizes the important role which maritime activity plays in our national and industrial life.

Although the MTD, as a department of the AFL-CIO, is not geared for organizing activities in the normal sense, its machinery has been put to use in emergencies to help affiliated unions band together and work together to gain common objectives. This has been the case, for example, in joint organizing drives directed against offshoots of Harry Bridges' longshore union on the West Coast.

The Department functions in national and international affairs, as well as in the trade union field, by maintaining constant communication and liaison among its affiliated



organizations at all levels, and by serving as a clearing house for information. This is achieved through periodic area and regional conferences, regular biennial conventions and, on the day-to-day working level, through an effective system of maritime port councils on all coasts.

There are 32 active port councils affiliated with the MTD at the present time, which coordinate the work of affiliates on the local and regional levels and put joint policies into effect. The councils work to develop programs of mutual assistance that can advance the welfare of maritime workers and also promote the rights and interest of all workers.

One of the most recent instances where the MTD served as a forum for the development of maritime labor policy was in the case of the wheat deal with Russia.

Action by US Government agencies and the grain traders to water down the shipping requirements to a point way below the 50-50 minimum set for US ship participation in Russia wheat shipments and other cargoes led to a strong stand by MTD unions and to a refusal by the International Longshoremen's Association, an MTD affiliate, to handle all such cargoes.

The MTD has also served to coordinate maritime union policy regarding ships trading with Cuba against the interests of American maritime workers and of the US, and played a leading role in the successful effort to rescue the 1,113 Bay of Pigs prisoners from Cuba in 1962-'63.

Last May, at its 11th biennial convention in Washington, the SIUNA took note of the fact that "throughout the years of our membership in the Department, the International and the unions of the SIUNA have derived substantial benefit on many levels. . . . The Department has appeared in behalf of our International and its member unions on many legislative issues and has served as an efficient means of communication and coordination with other sections of the trade union movement."

Member Unions

Amalgamated Meat Cutters and Butcher Workmen of North America.

American Federation of Grain Millers.

American Federation of Technical Engineers.

Brotherhood of Painters, Decorators and Paperhangers of America.

Distillery, Rectifying, Wine and Allied Workers' International Union of North America.

International Association of Bridge & Structural Iron Workers.

International Association of Fire Fighters.

International Association of Machinists and Aerospace Workers.

International Brotherhood of Boiler Makers, Iron Ship Builders, Blacksmiths, Forgers and Helpers.

International Brotherhood of Electrical Workers.

International Brotherhood of Firemen and Oilers.

International Brotherhood of Operative Potters.

International Chemical Workers Union.

International Hod Carriers, Building and Common Laborers Union of America.

International Leather Goods, Plastics & Novelty Workers Union.

International Longshoremen's Association.

International Union of Operating Engineers.

Laundry and Dry Cleaning International Union.

National Marine Engineers' Beneficial Association.

Office Employees International Union.

Oil, Chemical and Atomic Workers International Union.

Retail Clerks International Association.

Seafarers International Union of North America.

Sheet Metal Workers' International Association.

The Commercial Telegraphers' Union.

United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the U.S. and Canada.

United Brotherhood of Carpenters and Joiners of America.

United Cement, Lime and Gypsum Workers International Union.

Upholsterers' International Union of North America.

MTD Port Councils

Atlantic Coast Area

Maritime Port Council of Greater Boston and New England Area.

Port Maritime Council of Greater New York.

Delaware Valley and Vicinity Port Maritime Council.

Baltimore Port Maritime Council.

Hampton Roads Port Maritime Council.

Gulf Coast Area

Jacksonville Port Maritime Council.

Port Maritime Council of Southeast Florida.

Mobile Port Maritime Council.

Port Maritime Council of Greater New Orleans and Vicinity.

West Gulf Ports Council.

Great Lakes Area

Alpena, Bay City and Northern Michigan Port Council.

Cleveland Port Maritime Council.

Detroit and Wayne County Port Maritime Council.

Port Maritime Council of Duluth, Minnesota, Superior and Ashland, Wisconsin and Vicinity.

Buffalo Port Maritime Council.

Toledo Port Maritime Council.

Greater Chicago and Vicinity Port Council.

Milwaukee Port Maritime Council.

St. Louis-E. St. Louis Port Maritime Council.

Pacific Coast Area

Port Maritime Council of Southern California.

San Francisco Bay Area and Vicinity Port Maritime Council.

Portland and Vicinity Port Maritime Council.

Seattle-Puget Sound Port Maritime Council.

Honolulu Port Maritime Council.

Puerto Rico Port Maritime Council.

Maritime Port Councils of Canada

Montreal Port Council.

Quebec City Port Council.

Halifax Port Council.

Southern Ontario Port Council, Toronto and District Branch.

Canadian Lakehead Port Council.

St. Catherine and Southern Ontario Port Council.

Vancouver Port Council.