SEAFARERS-



Meany Backs MAC Report On Maritime, Urges Johnson Weigh Proposals

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Advisory Committee's Report Calls For Expanded U.S. Fleet

AFL-CIO Convention Underway-To Map Labor's Future Goals

Sea-Land, Seatrain Turn Back Attempt By RR's To Set 'Discriminatory' Rates

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Thanksgiving-1965 At SIU Halls From Coast To Coast

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Cargo Preference Laws Widespread Practice In Foreign Nations

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Building And Construction Trades Hold Convention

Building Trades Renew Section 14b Repeal Drive

SAN FRANCISCO-A renewed drive to seek a Senate vot on repeal of Section 14(b) of the Taft-Hartley Act, the "right-to-work" section, and a continuing drive to bolster jobs in weak areas of the economy marked the opening sessions of the AFL-CIO Building & Construction Trades Depart-+

ment convention here.

a message from President Johnson declaring that "high priority" must be given in the new session of Congress to 14 (b) repeal and passage of bills modernizing and improving the wage-hour law and the unemployment compsensation system.

They heard Building and Construction Trades President C. J. Haggerty pledge an all-out fight against revival of the filibuster that blocked a Senate vote on 14(b) repeal late in the recent Congress. The filibuster was merely a "delaying action" that prevented consideration of the Housepassed repeal bill on its merits, he

AFL-CIO President George Meany, in a message to the convention read by Haggerty, also lashed the "shameful" filibuster by Senator Everett McKinley Dirksen (III.) "and his anti-labor cohorts" that had denied "the Senate and the public their basic riaht" to a vote on the repeal bill.

SIU President Paul Hall, in addressing the convention delegates, pointed to repeal of 14(b) as one of labor's biggest unfinished jobs. "We must repeal 14(b)," he said. "We must beat Dirksen." Hall pointed to other unrealized goals which labor must work towards rity retirement rolls have alduring the coming year, includ- ready returned what the agency signing up for this additional coving increasing and extending the terms "the simplest form in the minimum wage law and Fair La- history of the government." It's bor Standards Act.

"If we could just take, for example, the better than a million people who earn less than a dol- the insurance. lar per hour and raise them to \$2 an hour, what a shot in the arm for our economy," Hall pointed checked. out. He also called for Improve-

SIU Pacific Ship Aground, **Hands Safe**

SEATTLE-The entire crew of the SIU Pacific District-contracted Alaska Steamship Company freighter Oduna reached shore safely by breeches buoy and by helicopter, after the 10,000-ton vessel went aground on the rocks of Unimak Island off the tip of Alaska, 700 miles west of Anchorage.

Nine crewmen reached shore by a breeches buoy which the crew managed to put ashore to a ground party from the tug Adeline Foss. The remainder of the crew was taken off by a U.S. Air Force helicopter. The difficult rescue, in heavy seas whipped by 50-knot winds, took 10 hours to complete,

During the rescue procedure the vessel wallowed in heavy seas with five feet of water in her forward holds and engine room.

The crewmembers were picked up from the barren shore of Unimak Island by the U.S. Fish and Wildlife Service vessel Pribilof and taken to Cold Bay, where they spent the night before being returned to Seattle.

At last report the ship was still in one piece, although the bottom was apparently ripped out, and the company has not decided whether there will be a salvage attempt.

ments in unemployment compen-The delegates heard Labor sation laws and passage of the Building Trades.

> Both Wirtz and Haggerty warned that recent economic progress, al though it has reduced the overall

The economic improvement is a laxation," Haggerty said. There is in constant efforts to assure maxi-"no earthy reason" the nation mum growth." should not pursue policies designed to "provide jobs for all who are reports on prospects for passage willing and able to work."

sure way to get rid of poverty, the denial of normal peaceful picketmost effective way of eliminating ing rights to building craftsmen in told the convention.

Wirtz pointed out that economic progress was uneven and that job-Secretary W. Willard Wirtz read Situs Picketing Bill, which is of lessness was still 9.5 percent among particular importance to the building trades workers themselves, 13 percent in the younger worker group, more than 8 percent among non-white workers.

The economy is still failing to unemployment rate, must be pur- use all available manpower, he sued to the goal of full employ- said, despite scattered skill shortment in a fully operating economy, ages and the "dangerously wrong" talk among some of an "inflation" "cause for rejoicing but not for re- threat, "we cannot afford to let up

The convention heard optimistic next year of the situs picketing Full employment "is the only bill, which would end the long discrimination" in employment, he a legitimate labor dispute at a multi-employer construction site,

Retirees Strongly Favor Supplementary Medicare

Nine out of 10 Americans over 65 are signing up for the nation's biggest bargain in health insurance—the federal government's \$3-a-month supplementary Medicare program.

Sixty percent of the 15 million persons on social secua card with instructions to check "Yes" to get the insurance or "No" if the recipient doesn't want

So far, 88 percent of the cards returned have the "Yes" box

Whether or not they sign up for the supplementary plan, virtually all persons over 65 will be entitled to the basic hospital insurance benefits. The principal exception is the group already covered by the Federal Employes Health Benefits Act.

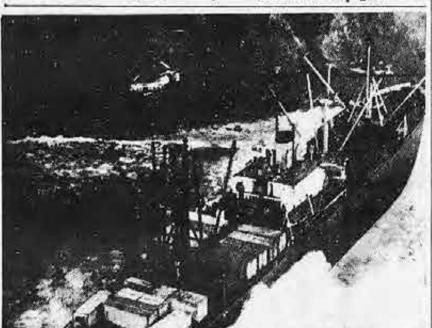
But only those choosing coverage will be entitled to the wide range of supplementary medical and surgical benefits. This additional program will pay 80 percent of the bills, after a \$50-a-year deductible, for most expenses not covered by the basic program.

The federal government will pick up half the tab for persons erage. That drops the cost to the Individual to the \$3-a-month figure -a fraction of the cost of a comparable private program for persons in the over-65 age group.

The enrollment deadline for persons who will be 65 or over during 1965 is March 31, 1966. Persons reaching 65 thereafter can sign up during a period ranging from three months before the month of their birthday to three months after.

For the five out of six persons over 65 now on social security benefit rolls, there is no problem in either signing up or paying for the program. They received or will soon receive information in the mail; their payments, if they sign up, will be deducted from their social security checks.

Nor is there a problem for most elderly persons not under social security who are on state old-age (Continued on page 6)



Air Force helicopter takes crewmembers of the SIU Pacific District-contracted Oduna to rocky shore of Unimak Island, Alaska, after vessel went hard aground. The entire crew was rescued without injury by breeches buoy and helicopter.

International President's



By Paul Hall

The opening of the AFL-CIO Convention in San Francisco this week comes at a time when this nation is on the threshold of fulfilling its obligation to its citizens in many areas through the passage of much needed and long awaited legislation.

It cannot be denied, that on the record the 89th Congress proved to be one of the most productive sessions of Congress in the history

The passage of the Medicare Bill, a 1.3 billion aid-to education program, a liberalization of social security benefits, the Voting Rights Act, programs to give aid to the 11 state Appalachia area, a major program to give federal aid to public and private elementary schools-these are examples of the vital legislation passed by the 89th Congress.

The AFL-CIO, to a great extent, played a major role in obtaining passage of this legislation. It has always fought for the economic, political and social rights of all citizens, regardless of whether they did or did not belong to a labor union.

However, the AFL-CIO has no intention of resting on its laurels at this point as the 89th Congress failed to pass several measures that were high on labor's priority list.

One of the greatest disappointments was the failure of the Congress to repeal section 14(b) of the Taft-Hartley Act. Although abandoned in this session of Congress, the AFL-CIO intends to hold the Democratic Party to its 1964 campaign pledge to repeal 14(b) and the passage of the bill to repeal will be a major topic of discussion at the AFL-CIO Convention this week.

The Congress also failed to act on several other major proposals. Bills to broaden coverage of the minimum wage law to another seven million Americans and to up the minimum wage to \$1.75 an hour

were also bypassed by the 89th Congress.

Another bill high on labor's priority list which failed to gain passage was the jobsite (situs) picketing bill which would allow unions striking a single contractor at a multi-employer construction site to picket the project without violating the secondary boycott provisions of the Taft-Hartley Act.

These measures and other important legislation will be coming before Congress in the upcoming session. One of the primary concerns of trade unionists attending the AFL-CIO convention this week will be to mount an effective drive which will see that these bills are enacted into law.

The AFL-CIO's reputation as the "people's lobby" has been well earned. Through the ten years since the labor merger it has been responsible for the passage of much of the progressive legislation which

people now take for granted.

The next ten years promise to be even more challenging. Problems such as unemployment, automation, and the quest for equal rights are areas which will be of great concern to this nation in the coming decade. And the AFL-CIO, as in the past, will pursue a course of action geared to meet these problems as well as other problems that may confront this nation in future.

Jobless Rate Drops To 4.2 Percent

The nation's job situation continued its gradual and solid improvement in November as the seasonally-adjusted jobless rate edged down to 4.2 percent, the Labor Dept has reported.

time of year-to a total of 68.7 million, a record for November.

Unemployment moved upward by 209,000-slightly less than the expected 300,000 rise-to a total of 3 million.

pattern caused the key jobless rate to improve from 4.3 percent Dec. 10, '65 Vol. XXVII, No. 26 in October, usually the most favorable time of the year, to 4.2 percent for November.

Harold C. Goldstein, the Labor department's manpower expert, was asked how much the U.S. build-up in South Viet Nam had to do with the job increase.

"Much of the strength (in the continuing job rise) has not been due to Viet Nam," Goldstein replied. He said the Viet Nam situation has had "some effect" but the basic strength and growth has been due to rising sales in the automobile and other durable goods industries.

Summing up the November report, Goldstein said the unemployment situation has continued its improvement and is now back to 1953 levels for adult men and blue collar workers.

But problem areas remain, he added, citing teenage joblessness, especially among Negro youth. The teenage unemployment rate de-

Non-farm employment in- clined slightly to 12.5 percent in creased by 467,000-instead of November, the lowest point in three declining as it usually does this years despite the great influx of 1.4 million teen-agers into the labor force in the same period.

Breaking down the teen-age jobless rate by race disclosed that the (Continued on page 4)

These changes from the seasonal SEAFARERS LOG

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Urges President 'Give Weight' To Report

Maritime Advisory Committee Report Calls For Improved, **Expanded U.S.-Flag Fleet**

WASHINGTON-After a year and a half of hard effort to build a record which would make it plain that the Government must take positive action now to restore the merchant

marine, the SIU and other* maritime unions represented vision for assisting tankers and on the President's Maritime opposes an oil import quota, while Advisory Committee scored a sig-ommends help for tankers and ennificant breakthrough on Novem- dorses an oil import quota. ber 30th when the Committee voted by 13-2 to approve a report prepared by three of the public members on the Committee and recommended that it be transmitted by the Secretary of Commerce to President Johnson,

the two runaway fleet operators It also endorses the Wirtz-Meany on the Committee dissented-indicated in effect that the rest of ident Johnson for the settlement rine." the Committee, including the of disputes on these automated management and public members. recognized that the public interest requires an expanded and improved American-flag merchant marine. This is the point which the unions have been trying to hammer home since the Committee was set up by President Johnson in the summer of 1964, following the agreement reached by President Johnson and AFL-CIO President Meany during the beef over the shipment of U.S. wheat to Russia.

The public members' report, which the unions unanimously endorsed, was a rebuff to the Interagency Maritime Task Force. This Task Force had prepared the socalled Boyd Report which the Advisory Committee, at its October meeting, rejected unanimously.

For instance, the Boyd Report called for a smaller merchant fleet which would carry even less of our cargoes than it does now and which would reduce merchant seamen's jobs from 47,000 to 26,-000 in the next 20 years.

The public members' report, adopted by the Advisory Committee, calls for American ships in all categories-cargo liners, dry bulk vessels and tankers-to carry at least 30°c of our commerce. This, of course, would mean a larger fleet with more job opportunities for seamen.

The Boyd Report would commit the Government to building Office of Economic Opportunity only 100 new dry bulk carriers in and National Commander L. Eldon the next 20 years, while the public members' report in effect calls for at least 250 dry bulk carriers

presently unsubsidized cargo Log.) liners, while the public members' report calls for the entire presently unsubsidized cargo liner fleet to be replaced in 5-8 years.

The Boyd Report calls for phasing out all U.S. passenger ships, while the public members' report made up of the 29 Executive Councalls for retaining passenger services.

The Boyd Report would permit ships to be built abroad but enjoy the privileges of U.S. registry, while the public members' report requires all ships under the program to be built in American

The Boyd report calls for phasing out the cargo preference program while the public members' reports calls for its retention.

The Boyd Report makes no pro-

The Boyd Report, in effect, asks seamen to give up their jobs in order to make the fleet more competitive through automation. The public report recognizes that any crew reductions on individual The lopsided vote-in which only expansion in the size of the fleet. machinery recommended by Pres-

> Finally, the Boyd Report calls for no action against the runaway flags, but the public members' report condemns runaways and the theory of "effective control" and urges the replacement of the runaways with American flags in the

> bers' report does not cover is domestic shipping, but it is planned (Continued on page 15)

The only area the public mem-

MTD Convention Delegates Hear Meany Urge Government Adopt MAC Report Proposals

SAN FRANCISCO-AFL-CIO President Ceorge Meany told delegates to the Maritime Trades Department Convention here that President Johnson "should give great weight to his Maritime Advisory Committee's Report in making recommen-

dations to Congress for a+ new maritime policy."

"The MAC Report would promote expansion of American shipping," Meany said, stopped now. "and assure carriage of 30 in American ships, and would provide for the building of new ships must be linked to an overall ships in American shipyards," "We should have nothing less." Meany said. "We can't afford to be without a strong merchant ma-

> The MTD Convention ran from December 6-8 and was attened by more than 200 delegates from 31 international unions and port councils in the United States and Canada.

> The AFL-CIO President strongly condemned the "naked, ruthless, greed of American financial interests' who operate ships under runaway flags.

defense, nor justification for runto prepare a supplemental report away operations. The American Transport Lines, and Joseph Anrunaway ship operators, Meany drea of Humble Oil, represent ma-

"greed for the almighty dollar." And whose position is "to hell with the country and to hell with the workers . . . This has got to be

"Let me say just one thing furpercent of United States cargoes ther to the Maritime Trades Department unions," Meany said, "If Government cannot help you on this problem of runaway ships . . . then look around and see if you can find something in the machinery of the great union moveyourself.

> "I think if you look, you will find what you need," Meany said. The MAC Report to which November 30th meeting in Wash-

The Report was prepared by three public members-Professor James Healy, Theodore Kheel and Thomas Guerin, and was approved He said there is absolutely no by a 13-2 vote. The two dissenting members, Lee White of Marine

said, are motivated absolutely by jor United States operators of runaway shipping.

> Meany took issue to the Inter Agency Task Force Report prepared by several Government agencies, which he said would "skeletonize" the American shipping industry. The Inter Agency Report "would be the end of the American merchant Meany said.

The Agency Report recommended phasing out of American ment that will enable you to help passenger ships and the cargo preference laws, and the building of American ships in foreign yards.

Meany said that the plight of the American merchant marine is Meany referred was adopted at its the result of "stupid policy on the part of Government." He traced the crises faced by the United States in meeting its shipping needs in both world wars, and now in the "minor war" in Vietnam and characterized it as a "sordid stupid history."

MTD President Paul Hall, who presided at the Convention's session accused "the small-minded bureaucrats in federal government who are killing the maritime industry." He said they have been trying to force a maritime program on the government and the American people that would put the industry out of business.

Hall said that the Maritime Administrator has the responsibility of implementing the 1936 Merchant Marine Act, but instead he chooses to destroy the industry through the deliberate use of slanted statistics.

Delegates Meet In San Francisco

Sixth Biennial AFL-CIO Convention Underway

SAN FRANCISCO-Vice President Hubert H. Humphrey, representing President Johnson, will head the long list of public, government and labor leaders scheduled to address delegates to the AFL-CIO's 6th biennial convention opening December 9 at the Civic Auditorium in San Francisco.

Other major speakers announced by AFL-CIO President George Meany, include Secretary of State Dean Rusk, Labor Secretary W. Willard Wirtz, United Nations Ambasador Arthur J. Goldberg, Deputy Undersecretary of State U. Alexis Johnson, Director R. Sargent Shriver of the James of the American Legion.

(As the LOG went to press, the AFL-CIO convention was still in progress. A complete report on The Boyd Report would extend convention actions will appear in Council noted in its economic reoperating subsidy to only 30-40 the next Issue of the Seafarers

> Vice President Humphrey is scheduled to speak Friday afternoon, December 10.

> Also on December 10, the convention will recess for a meeting of the AFL-CIO General Board, cil members and a chief executive officer of each affiliated national and international union and trade and industrial department. SIU President Paul Hall, is a member of the AFL-CIO Executive Council.

> At a pre-convention one-day meeting of the AFL-CIO Executive Council on December 8, the Council noted that the U.S. needs 80.000 new job opportunities each week to reduce unemployment to the face of automation and an expanding labor force.

of the nation's economy, the properly. But failure to adopt Council recommended a shorter adequate adjustment measures work week, with no reduction of could lead to rising unemploytake-home pay, more job-creating ment and heightened social teninvestment measures by the Fed- sions, the Council pointed out. eral Government, and a step-up in the rate of wage increases. But, the Council asserted, "The No. 1 reality is the need for jobs at de-

tion confronting America," the

"An even greater manpower problem," it continued, "is the continuing spread of the technological revolution - advanced mechanization, automation, the computer miniaturization, the laser, the increasing utilization of isotopes and atomic energywhich is reducing manpower requirements, shifting industry location, changing skill requirements, reducing the utilization of materials and fixed capital per unit of finished product."

Rapid Increases

Although these rapid increases in technological change can be a blessing, the Council noted, they can also be r source of trouble a minimum and keep it there in and severe hardship. They can bring a higher standard of living Association met in convention Deand more leisure time for the na- cember 4 through 8.

As a result of its examination tion's workers if they are used

There will be a need for over

tion today is related to the lack of jobs at decent wages.

In advance of the AFL-CIO Convention, the Industrial Union Department held its convention in Washington last month. department conventions which were held in San Francisco were the Building & Construction Trades Department, which concluded December 3; the Metal Trades Department, which met December 6-7: Maritime Trades Department, December 6-8; and the Union Label & Services Trades Department, December

The International Labor Press

Concealed Facts

The MTD president charged Government agencies with concealing facts about the maritime industry by the manipulation of statistical data. Hall cited as an example the statistics issued by Maritime Administrator Nicholas four million additional job oppor- Johnson that indicate that subtunities each year until 1970 to sidies for agriculture costs about keep pace with the spreading im- \$1,000 per farmer, whereas he pact of the new technology and offered figures to show that mari-"The accelerating growth of the the accelerating growth of the time subsidies cost from \$7,000labor force, with an increasing labor force, on top of the present \$15,000 per seaman. Hall said that influx of youngsters, is merely level of unemployment and un- the Maritime Administrator's figone part of the manpower revolu- deremployment, according to the ares did not use the same measurements in arriving at the results, The Council report estimated "If they did," Hall said, "the fact that more than 10 million jobs is that maritime subsidies costs today pay less than \$1.50 an hour, per seaman would be about \$1.000and noted that about one-half of \$1,1000 - the same as for agrithe poverty problem in the na- culture subsidy cost per farmer."

> Hall said that the Government bureaucrats were also concealing the important role of the merchant marine in a favorable balance of payments for this nation. He said that American shipping contributes about one billion dollars a year to the plus side of the payment's balance, and pointed out that the oil companies, who are the principal operators of runaway-flag ships, reduces the balance of payments by a out a billion dollars.

> "The bureaucrats are taking advantage of the weakness of the industry and the divisions that exists within it," Hall said. "These bur-

(Continued on page 16)

Five Seafarer Oldtimers Added To Pension Roster

Five additional SIU veterans have been added to the list of SIU pensioners, enabling them to enjoy their retirement years with life-time \$150 monthly pension checks.

The four pensioners are Ransom H. Wilson, 55, William E. Livinghouse, 61, Floyd F.

Gilbert, 65, Charles C. Devillier, 60, and George O'Rourke,

Wilson, a member of the engine department, was born in Indiana and joined the SIU in Tampa, Florida. His last ship was the Miami Cities Service, and he plans to retire in Tampa.

Livinghouse sailed as a morine engineer and was born in Pascagoula, Mississippi, where he plans to make his permanent home. He





Livinghouse

Joined the SIU Inland Boatmen's Union in Port Arthur, Texas, and his last job was aboard the Slade,

Gilbert, a deck department veteran, joined the Union in Frankfort, Michigan. He was born in Watervale, Michigan and plans to retire in Arcadia, Michigan. Gilbert was last employed by the Ann Arber R.R. Company.

SIU-IBU, joined the Union in New





Gilbert

Orleans. He served as an assistant engineer and now lives with his wife, Melvina, in Plaquemine, since registering 4.5 percent in Louislana, Deviller's last job was aboard the tug Ann Landry.

O'Rourke, a member of the deck department, was born in Ireland now is 4.2 percent, A year ago it and joined the Union in New York. was 4.9 percent. He last shipped out on the Detroit and now makes his home in improvements is reflected in a a year ago. Orange, New Jersey, with his wife, measurement called "labor force Mary.



Seafarer George O'Rourke (right), is shown receiving his first pension check from SIU Patrolman Leon Hall. O'Rourke was born in Ireland and joined the Union in New York. A member of the deck department, he now lives in Orange, New Jersey with his wife, Lillian.

Jobless Rate Declines

(Continued from page 2) to its level of late 1957. The non-Devillier, who sailed with the white teenage rate, however, hangs stubbornly at 25 percent and above. Thus one of every 4 non-white teen-agers remains jobless.

> The overall jobless rate of 4.2 percent for November is the lowest since August 1957 and equals the average unemployment rate for 1956, the Labor Dept. pointed out. Moving Down

The overall unemployment rate has been moving downward all this year, but very gradually. The winter months are expected to bring an increase, however, with the curtailment of outdoor activity. But July, the rate has been 4.5 percent in August, 4.4 percent in September, 4.3 percent in October and

time lost." This rate, which adds

worktime lost due to unmeployrate for white teen-agers has since ment and involuntary part-time, July averaged 11.5 percent or down | declined to 4.5 percent in November. This is down from 5.2 percent a year ago

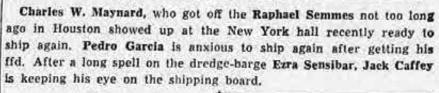
> Put conversely, this means the U.S. was using 95.5 percent of the total amount of worktime offered to the economy. This was the best performance since March 1957, Goldstein noted.

> "A particularly noteworthy development over the year," said the Labor Dept. report, "was the further reduction in hard-core unemplayment. The number out of work 27 weeks or longer stood at 275,000 in November, 100,000 below a year ago and lower than in any November since 1957."

Long-Term Rate

The long-term unemployed-all those jobless 15 weeks or longertotaled 531,000 in November; this was down about 55,000 over the The solidity of the recent job month and compared to 760,000

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



Baltimore

Shipping has been fair during during the next period. the last period and prospects are good for the next two weeks. We have the Alamar, Losmar and Marere laid up and expect to crew the Marore soon, probably for a grain run. During the last two weeks we paid off five ships. signed on five and had eight ships in transit.

been in the hall here recently,

including James T. Lassiter, who has been sailing in the engine department for about 28 years; Ira Willoughby, Jr., who has spent about 24 years in the steward department and recent-



Willoughby

ly paid off the Kyska to spend Christmas at home; and William Little, a 20 year SIU veteran who is looking for a coaster.

Philadelphia

Shipping has been holding steady in this port and is not expected to change drastically during the coming weeks.

Fred Clopton is on the beach folk hall from here hoping to find an FWT or oiler slot on one of the Calmar ships before the holidays. Fred has been an SIU man for over 20 years. A 24 year veteran, here waiting for a good spot. Oldtimer Charles Moss who retired after 20 years with the Union has been visiting the Philly hall recently chatting with old friends and enjoying the life of a retired Ponce with his family. Angel Vila Seafarer.

Boston

slow bell during the last two pronto.

weeks but is expected to pick up

Maurice Olson, a 25-year SIU veteran who last sailed on the Ocean Pioneer as bosun is itching to ship again and ready to grab the first job that hits the board. Frank "Flash" Simione is just out of drydock and ready for the first steward department job that comes up. Simione last sailed as third cook on the St. Christopher. Several real oldtimers have ship was the Steel Apprentice says the deck department will have to get along without him until after the holidays, which he expects to spend with his family.

Norfolk

Shipping has been fair for the last period and should hold steady with the Cottonwood Creek paying off in a week or so. During the last period we handled five payoffs, 2 sign-ons, and serviced eight ships in transit.

Juan Perera paid off the Florida State when she laid up

recently but hopes to get on again when she recrews. Perera sailed as oiler. Thomas Gower found his way back to the Nor-Houston. His last job was oiler on the Transhat-



teras. Douglas Clark, AB, is in the hall here hoping to catch a tank-Maurice McCosky is at the hall er. His last ship was the Natalie,

Puerto Rico

Miguel Llovet arrived on the Island after a long spell on the Chatham to spend the holidays in piled off the Seatrain Texas long enough to take care of some personal business, after which he ex-Shipping has remained on the pects to look for a galley job.

Statement Of Ownership

Statement of the ownership, management, and circulation required by the Act of Congress of August 24. 1912, as amended by the Acts of March 3, 1933, July 2, 1946 and June 11, 1960 (74 Stat. 208) showing the ownership, management and circulation of SEAFARERS LOG published monthly at Brooklyn, New York, for September 17, 1965. September 17, 1965.

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2. The owner is: (if owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one percent or more of total amount of stock. If not owned by a corpo-ration, the names and addresses of the individual owners must be given. the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address as well as that of each individual member, must be given. Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, 675 4th Ave., Brooklyn 32, NY; Paul Hall, President, 675 4th Ave., Brooklyn 32, December 15,1966.

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The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required by the Act of June 11, 1960 to be included in all statements regardless of frequency of issue.)

(Signed) Herbert Brand, Director

Sworn to and subscribed before

me this 1st day of October, 1965. Bertram Greene, Commissioner of Deeds. (My commisssion expires

Vote Of Support For SIU United Industrial Workers



The SIU United Industrial Workers Union won recent representation election at Columbia Yacht Corporation in Portsmouth, Virginia by an overwhelming 56 to 7 vote. Columbia Yacht Corp. employees in photo demonstrated their support for SIU-UIW representation following meeting held at the Norfolk hall prior to the balloting.

Welding And Cutting Require Extra Care

Oxy-acetylene welding and cutting equipment can be dangerous if it is not handled properly. To assure that no accidents result from its use, safe practices for the installation and operation of such+ equipment is necessary.

One of the most important things to remember is that mixtures of acetylene with air or oxygen may be explosive and must be carefully avoided. No device or attachment allowing open the valves on cylinders oxygen to mix with acetylene prior slowly and stand to one side of, to consumption, except at the burner or in a standard torch lator gauge faces when opening should be allowed unless specific- cylinder valves, ally approved for the purpose.

apparatus for leaks should never be made with a flame, but with the regulator. Oxygen and acetysoapy water instead. When lene cylinders should be placed acetylene lines or other parts of far enough away from the weldequipment are being cleared of air, lights or other sources of possible ignition should never be heated materials, by sparks or allowed near the uncapped open-

Another Important thing to remember is that both oxygen and acetylene may react strangely when brought in contact with different substances. Oxygen under high pressure may react violently in areas where high temperatures with oil or grease, so every possible precaution should be taken to prevent oxygen from coming in contact with oil and grease. Oxygen cylinders valves, regulators, hose and other apparatus and fit- flame-cut an oil barrel or containtings should be kept free from oil or grease as well,

Under no circumstances should acetylene be brought into contact been removed, with unalloyed copper, except in a blowpipe or torch.

quiring care. Oxygen or acetylene mable material or onto unproshould never be used from cylin- tected cylinders.

der or cylinder manifold without reducing the pressure through a suitable pressure regulator. Pressure adjusting screws on regulators should always be fully released before the regulator is attached to a cylinder and the cylinder valve opened. Always never in front of pressure regu-

Before removing a regulator Tests of any piping systems or from a cylinder valve always close the valve and release gas from ing position that they will not be unduly heated by radiation from slag, or by misdirection of the torch flame.

> Cylinders should always be protected against excessive rises in temperature. They can be stored in the open, but must be protected from direct rays of the sun are common.

> Never do cutting or welding in the presence of flammable gases or vapors, and don't weld or er that has held flammable liquids, vapor, or other flammable materials, without first making sure that such materials have

Be sure that sparks from a cutting operation don't fall on per-Pressure is another factor re- sons working below, into flam-

ICC Examiner Nixes RR "Package Deal"

Sea-Land And Seatrain Defeat RR Rate-Cut Bid

WASHINGTON-Railroad proposals to include water-competitive commodities in a special-rate "package deal" with non-water-competitive commodities have been found to be "unjustly discriminatory, unjust and unreasonable" by an Interstate Commerce Com-

mission Hearing Examiner in a complaint brought by SIU- amounts of plastics for one of the titles amounting in 1963 to 17 milcontracted Sea-Land Service and Seatrain Lines.

The Hearing Examiner found that proposals of the Akron, Canton & Youngstown Railroad to offer shippers special low rates by including polyethylene plastics with a group of liquid chemical cargoes constituted a destructive competitive practice on the part of the railroad against the water carriers.

Sea-Land and Seatrain had complained that the special rates by the railroad on the shipment of special groupings of water competitive and non-water competitive commodities from Texas and Louisiona to New England and the Middle Atlantic States constituted a destructive competitive practice in violation of the transportation policy and the antitrust laws, by tying competitive traffic (plastics) to relatively non-competitive traffic (liquid chemicals).

Limitations

In upholding Sea-Land and Seatrain complaints, the Hearing Examiner pointed out that Sea-Land is not equipped with tank trailers capable of handling bulk shipments of liquid chemicals, and that physical limitations prevent Seatrain from handling rail loaded tank cars weighing in excess of 200,000 pounds.

He pointed out however that plastics represent 40 to 45 percent of Sea Land's northbound tonnage, and in 1963 represented 12.5 percent of Seatrain's northbound tonnage. Both Sea-Land and Seatrain are handling substantial

largest chemical companies in the lion pounds for Sea-Land and country which is located in the about 10 million pounds for Seadisputed area, he noted, in quan- train,

Delta To Open U.S.-P.R. Passenger Service Soon

NEW ORLEANS-SIU-contracted Delta Steamship Lines will open a U.S. Gulf to San Juan, P.R. passenger service in the near future-the first time in 12 years that such service has been available aboard a

U.S.-flag ship. The Maritime Subsidy Board has granted Delta permission to carry passengers from Gulf ports to San Juan as part of the line's

New Orleans and the East Coast of South America. Delta has been calling at San Juan for about a year as part of its regular round trips between New

Orleans and Buenos Aires, but did

not have authority to debark pas-

sengers in Puerto Rico.

regular passenger service between

Delta plans carrying only oneway passengers from New Orleans to San Juan. The Marad approval provides Delta with authority to carry the one-way passengers for one year.

There has been no American-flag passenger ship service to San Juan since April, 1953, when the SIUcontracted A. H. Bull Lines withdrew the 200-passenger ship Puerto Rico from the service, which had begun in the summer of 1949. Bull Lines subsequently went into bank-



The city of New Orleans was host to the annual convention of the Louisiana Federation of Teachers recently. Edward A. Fontaine, the president of the union, said that the Orleans Parish School Board had acted in "bad faith" when it refused to permit teachers to vote on an exclusive bargaining agent.

down by a 4-1 margin a petition ports a good trip aboard the Alice submitted by 2,000 teachers asking that the Louisiana Federation of Teachers be certified as their exclusive bargaining agent.

Shipping in the Gulf area has slowed down considerably, but this fwt or oiler's slot that comes up. should be temporary, as the outlook for the coming period is very

Over 900 members of the SIU were on hand in the New Orleans Hall on Thanksgiving Day and enjoyed a dinner that included such delights as Louisiana Seafood Gumbo "Rice," Roast Young Tom Turkey, Baked Hickory Smoked Virginia Ham "Hawallan Garni," and Candied Louisiana Yams,

Nolan Flowers is back on tne beach after a long trip on the

Del Santos. He said that he's looking for a Viet Nam or Far East run as an electrician.

Jose "Papa Joe" Sera Deus, after being in the hospital more than a

Flowers month is around the hall waiting for a fit for duty so he can head back to South look for the future remains good. America.

We are sorry to report that the wife of James "Jimmy" George

The School Board had voted aboard the Alice Brown, Larry re-Brown and expects to stay on the beach until February, when he and his wife are expecting an addition to the Laffargue clan. After that he expects to take the first

Mobile

Shipping in Mobile has remained on the slow bell during the past period although we still hope for a pickup in activity soon.

Herbert F. Lonczynski is on the beach here following a trip to India as AB aboard the Producer. A 20-year SIU veteran, Lonczynski is now looking for a trip to Germany so he can get to see his sister there.

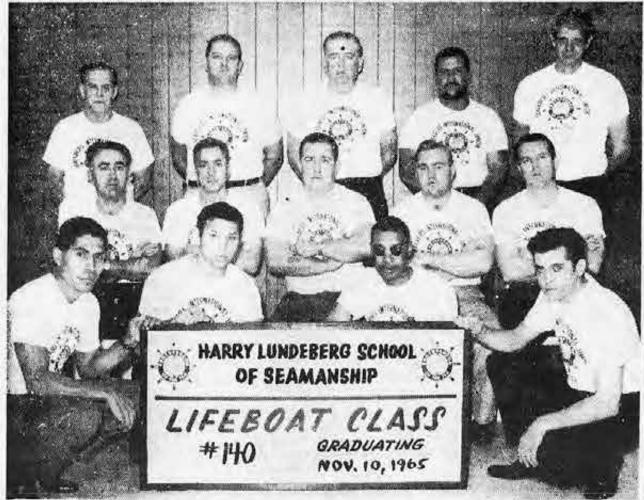
Bosun James L. Foster, is talking about his last trip on the Marore which got involved with a hurricane and ran aground twice. Howard B. Davis, who last sailed as oiler on the Alcoa Ranger has been in the hall here to look up some friends. He says he intends to stay ashore for a while to get to know his baby daughter a little better.

Houston

Shipping out of Houston has been holding steady and the out-

W. R. Brightwell is just off the Anston Victory and is already looking for a deck department slot died while he was shipping on the on a ship going to South America Madaket. Jimmy is back on the or the Mediterranean. Sal Frank beach now and says that he will is looking for a deck slot on a be ready to ship out again, prefer- coastwise tanker after returning ably as a deck engineer or an from an Indian run aboard the Alcoa Mariner, C. D. Umfleet has Larry Laffargue is on the beach his ffd after a long layup in the here after a trip to Vietnam Galveston USPHS hospital,

Lifeboat Class No. 140 Makes The Grade



Having their class picture taken by the LOG photographer after successfully completing lifeboat training course at the Harry Lundeberg School of Seamanship, are members of SIU Lifeboat Class No. 140. Graduates are (I-r, front row): Pablo Lopez, Nick Yang, James Kerry and Richard A. Quinn. Middle row: Matthew Janos, R. Geiszler, Eddie Sekella, James Logan and Thomas Stinnette. Back row: Albert Johns, Chris Elliott, John Dixon, Alfred Allain, Jr., and instructor Arni Bjornsson.

THE INQUIRING SEAFARER

QUESTION: If you were aboard a round-the-world ship and needed a haircut, what port would you prefer to stop in to look for a barber and why?

States it really wouldn't matter it doesn't make a whole lot of dif-



a great deal, but a man should choose a barber in a foreign country carefully. Japanese barbers take their time and do a good job, although the barbers in India are just not sanitary. Then, too, a

seafarer has to watch out for the different style in other countries. In some countries, for example, they cut the sideburns down to a point, which would never do for me.

Michael Lubas: Sanitation is always my first consideration when I

look for a place to get a haircut, and for that reason I would never have my hair cut in India. It seems that they don't wash their machines for a year or so, and their clippers are

as black as the ace of spades. Japan isn't bad at all, nor is Italy.

Juan Villafane: I'll tell you flat out that Hawail is the place for an



excellent haircut, because they trim my hair just the way I like it. If I tell them to cut my hair one way, there's never any danger of them doing it another. It's the

they are doing.

Frank Warren: In the United | Juan Bernard: To tell the truth,



ference to me where I get my hair cut, just so M long as I get it trimmed when it H needs it. With a few exceptions, barbers are by and large the same throughout the world. I can't seem to remem-

ber any bad haircuts, although it might be due to the fact that I've never thought about it much.

*

John E. Funk: When I need a haircut, I like the steward aboard the ship to do the

job for me. It's cheaper, he usually does a good job, and at least I know his instruments are clean. I have never gotten a haircut at a foreign port and don't intend to start this

late in the game, because I don't know their restrictions on cleanli-

Bernard Schwartz: If I'm not in New York, I'd rather have my hair



cut in Japan, because of their fine meticulous attention to details and their diligent care so far as my instructions go. I wouldn't want to have my hair cut in California, because It's so

one place other damned expensive-three dollars. than New York and they expect a liberal tip. In where barbers seem to know what Japan it's less than a dollar, or in some cases for a pack of cigarettes.



and Fred Farnen, Secretary-Treasurer, Great Lakes

We are now approaching the end of the navigation in Detroit and in a couple of weeks all shipping will come to a standstill as the great fleets on the Lakes prepare to lay up for the winter. Kinsman Marine Transit Company (Steinbrenner) was the first S.I.U. fleet to lay up, as all seven vessels made their way to the Port of Buffalo with storage

Lakes set an all time monthly rec- Due to the weather conditions ord of 2,719,279 net tons in October, the Philip Minch and the R. E. Web-U. S. Flag vessels carried 15:9% of ster were delayed in getting here the total.

The St. Lawrence Seaway will close on December 3rd and many issued, but no dates for layup are deep sea vessels are now trying to beat that deadline. There are some 100 ships still on the Lakes, and with less than a week to go, observers believe that some of them man on the Richard Reiss. He was will not clear the locks in time.

BUFFALO

With the 1965 shipping season coming to a close, shipping is finally beginning to taper off.

Several of the winter standbys are already coming to the hall for their cribbage game or a game of billiards while waiting for shifting jobs.

the Kinsman Marine Transit Com- of job calls for the Dock Departpany vessels to lay up in this port,

Grain shipments on the Great paid off on the 29th of November. but are expected within the next day or so for lay up. As present the Boland vessels layup list has been definite as yet.

We were sorry to hear of the death of Richard Holmes, Wheelsone of the men who usually shipped out of this hall and was known by many of the boys in this area.

With the approaching holiday season, the Port Agent in Buffalo, best wishes for a Happy holiday season and a prosperous New Year.

Engine and Stewards Department; all areas of the Hawaii labor move-The Henry Steinbrenner, first of however, we are still getting plenty ment, cites Dooley for service

DULUTH

(Continued on page 11)

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

November 6 to November 19

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	. 1	3	5	1	0	13	2
New York	. 56	13	40	25	5	214	64
Philadelphia	. 19	4	19	7	7	43	21
Baltimore	45	9	28	10	2	91	40
Norfolk	. 7	6	4	10	3	23	23
acksonville	4	7	4	4	0	4	10
Campa	3	1	0	0	0	2	0
Mobile	20	9	6	8	0	86	31
New Orleans	45	27	30	17	4	160	81
Iouston	53	37	57	35	6	152	68
Vilmington	11	5	5	4	5	16	5
an Francisco	30	15	27	14	30	59	20
Seattle	18	7	18	10	10	45	14
otals	312	153	244	145	72	908	379

ENGINE DEPARTMENT

	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH All Groups	
Port	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	.0	0	2	0	0	7	3
New York	46	31	40	17	13	120	47
Philadelphia	5	8	10	9	1	23	27
Baltimore	24	9	17	21	3	60	54
Norfolk	14	12	6	10	0	21	18
Jacksonville	0	3	2	7	3	7	5
Tampa	6	1	2	0	0	6	1
Mobile	13	12	11	3	1	46	26
New Orleans	30 26	20 44	21	14	1	110	69
Houston	26	44	40	42	6	78	76
Wilmington	7	5	4	1	6	12	10
San Francisco	24	8	20	10	30	48	13
Seattle	- 9	13	12	1	2	24	14
Totals	204	166	187	135	66	562	363

STEWARD DEPARTMENT

	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			NOW ON THE BEACH	
Port	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	1	2	1	1	6	2
New York	39	15	34	13	10	121	26
Philadelphia	. 6	4	13	10	1	19	10
Baltimore	26	11	15	14	1	78	36
Norfolk	5	9	3	8	0	15	19
Jacksonville	2	3	2	2	1	2	4
Tampa	6	0	3	0	0	6	0
Mobile	17	8	8	3	0	34	27
New Orleans	38	33	28	10	2	140	80
Houston	29	33 20	40	21	12	108	32
Wilmington	7	4	8	0	3	13	5
San Francisco	18	0	18	5	27	38	7
Seattle	7	14	18 12	11	2	22	20
Totals	204	122	186	98	60	622	268

James Dooley Honored By Labor Council



James Dooley

PORTLAND, Ore. - James M. Dooley, reecntly-appointed SUP port agent in Portland, has been honored by a special resolution of the AFL-CIO Central Labor Council of Honolulu for his long service to that organization, which he served as President.

Dooley was SUP port agent in Honolulu from 1953 until his recent transfer to Portland. During that period he served as President of the Honolulu Central Labor Roy Boudreau, wishes to extend Council and as President of the Honolulu AFL-CIO Maritime Trades Port Council,

The special resolution, endorsed Shipping has dropped off in the by Council members representing "above and beyond the normal call of duty."

Retirees In Favor Of Medicare Insurance

(Continued from page 2) assistance rolls. Nearly all states insurance fee for this group.

persons who will not automatically rolls can apply for their hospital receive invitations to enroll in the benefit cards and the Medicare program and who will have to take program. In addition, most other the initiative in applying. This communities are visited periodigroup includes an estimated 1.5 cally by a social security repremillion persons over 65 still em- sentative whose schedule is norployed full time and some 700,000 mally posted in the local post ofnon-working elderly people who fice. He will also go to the homes are not receiving either social se- of bedridden persons on request, curity or old age assistance. Apply in Person

These persons will have to apply they wish to be covered and also for the free basic hospital insurance benefits to which they are entitled as a matter of right, whether or not they sign up for the supplementary plan.

While some persons over 65 may now have other medical insurance plans, in nearly every case it will pay them to sign up for the government programs. There is no bar under the government program to drawing duplicate benefits, although some private plans may not pay for expenses covered by another program.

Furthermore, there is a penalty for those who don't sign up for the Medicare program when first eligible. They will have to wait two years for their next chance-and then pay a higher premium and be subject to a waiting period for

benefits.

There are more than 600 have arranged to pay the Medicare social security district offices throughout the nation where those But there remain several million not on the social security benefit

The AFL-CIO Department of Community Services is playing a major role in making informain person for the Medicare plan if tion on the Medicare program-as well as other new changes in the social security law-available to union families and the community.

> Community Services Director Leo Perlis called on both CBC staff representatives and local union counselors to familarize themselves with all aspects of the program and use all means to get the information to persons who may

> Both labor and the government have cautioned persons over 65 not to drop existing hospital and medical insurance at this time.

The new programs don't become effective until July 1, 1966. Thus a person dropping private insurance would be left unprotected until then. In addition, most private plans are being reshaped to supplement instead of duplicate Medicare coverage.

Labor Plans Now For Congressional Elections

The upcoming Congressional elections and the need for maintaining a liberal congress will be the major themes of the thirteen area conferences that have been scheduled for 1966 by the AFL-CIO Committee on Political Education.

Each meeting will last one day and will be attended by delegates from state and city central bodies and local unions. The schedule is as follows

Jan. 7-Sheraton Hotel, Philadelphia, for Pennsylvania, New Jersey and Delaware.

Jan. 17-Muehlebach Hotel, Kansas City, Mo., for Missouri, Kansas and Oklahoma.

Jan. 26-Dinkler-Plaza Hotel, Atlanta, Ga., for Georgia, Alabama, Florida, South Carolina and Tennessee.

Jan. 23-Mayflower Hotel, Washington, D.C., for the District of Columbia, Kentucky, Maryland, North Carolina, Virginia and West Virginia.

Feb. 5-Cosmopolitan Hotel, Denver, Colo., for Colorado, New Mexico, Utah and Wyoming.

Feb. 8-Olympic Hotel, Seattle, Wash., for Washington, Alaska, Idaho, Montana and Oregon.

Feb. 11-Jack Tar Hotel, San Francisco, for California, Arizona, Hawaii and Nevada.

Feb. 25-LaSalle Hotel, Chicago, for Illinois, Indiana and Wisconsin. Mar. 4-Sheraton-Lincoln Hotel, Houston, Tex., for Texas, Arkansas, Louisiana and Mississippi.

Mar. 8-Pick-Nicollet Hotel, Minneapolis, Minn., for Minnesota, Iowa, Nebraska, North Dakota and South Dakota.

Mar. 11-Sheraton-Cadillac Hotel, Detroit, Mich., for Michigan and

Mar. 18-Dewitt Clinton Hotel, Albany, N.Y., for New York, Maine, New Hampshire and Vermont.

Mar. 21-Sheraton-Boston Hotel, Boston, Mass., for Massachusetts, Connecticut and Rhode Island,

LABOR ROUND-UP

has ruled that employers must give help establish an official publicaabout \$12 million in minimum wage tion. President I.W. Abel of the minors working in hotels and restaurants. The decision affirmed a 1961 order by a state wage board setting a minimum wage schedule effective August 1, 1962. Employers had attempted to hold up the effective date through court action. All workers affected by the ruling are entitled to packpay for the 18month period involved. The unanimous decision climaxed a 16year fight by organiezd labor for minimum wage regulations in the state's 9,000 hotels, motels and restaurants.

Regional conferences of the Bookorganized labor to oppose the expenditure of tax money on school books printed by the strikebound Kingsport (Tenn.) Press. Five printing trade unions have been on strike at Kingsport Press since tional Labor Relations Board deci-March 11, 1963. All of the Book-binders' conferences urged locals to ask their school boards to ban the purchase of text books made by Kingsport Press, and also to oppose the purchase of the World Book Encyclopedia and Childcraft, which are manufactured by the struck company for Field Enter- filed by the Colson Corp., Caruthprises In Chicago.

The West Virginia AFL-CIO raised its per capita dues, reelected its top officers, revised its constitution and urged united training programs in the Appalaaffiliated member to finance con- | January 15.

The Kentucky Court of Appeals | tinuation of present services and backpay to some 20,000 women and Steelworkers Union was the principal speaker, and delegates heard Senator Jennings Randolph (D-W. Va.) renew his support for the repeal of Section 14(b) of the Taft-Hartley Act.

Utility Workers Local 1-2 has reached a new three-year agreement averaging 61.5 cents an hour in higher wage and welfare benefits for 25,000 members employed by the Consolidated Edison Company in New York and Westchester county. Negotiations had been conducted since early October. The new pact provides wage hikes, additional payments to qualified workers under binders have renewed appeals to all an improved progression plan in reclassifications and promotions.

t t

The Supreme Court has refused to review two petitions filed by employers who sought to upset Nasions in card-check cases. The c thus let stand lower court rulings that the NLRB rightfully ordered the two firms to bargain on the basis of authorization cards after each management destroyed a union majority by unlawful pressure on workers. The petitions had been ersville, Mo., in a case involving the Boiler Makers; and SNC Mfg. Co., Inc., Oshkosh, Wis., concerning the Electrical, Radio & Machine Workers.

1

The Insurance Workers opened labor support for more manpower contract talks in Galveston, Texas on November 16 for 3,400 agents chian region. A record number of the American National Insurof delegates attended the fifth con- ance Company. IWIU President vention of the state body, which Emeritus George L. Russ heads returned President Miles C. Stan- the 11-man negotiating committee ley and Secretary-Treasurer Glen with President William A. Gillen Armstrong for another two-year and C. W. Cutler of the union's term. Per capita payments were executive board. The existing raised from 16 to 20 cents per three-year agreement expires next

"I Know What's On Your Minds—And I Don't Like It!"



For years, the bureaucrats of the U.S. government agencies have regarded the U.S. maritime industry as a poor relationto be thrown a few bones now and then to keep the industry from starving altogether but never enough to allow it to expand and flourish.

Whenever these government bureaucrats thought about the U.S. merchant fleet they thought small - fewer subsidies supporting fewer American-flag ships, carrying less and less of our nation's cargoes.

This view is probably best illustrated in the Interagency Task Force report, which proposed maintaining the U.S.-flag share of our own cargoes at about 8.6 percent and allowing foreign-flag and foreign-built ships in the U.S. trades.

The President's Maritime Advisory Committee unanimously rejected the Task Force report when it was submitted, and now the public members of the MAC have prepared a report recognizing that the most vital interests of our nation require an expanded and improved American-flag merchant fleet, instead of a fleet dying of shrinkage and decay.

Many in the various government agencies will find the recommendations contained in this new report hard to take. After years of counting the U.S. maritime industry out of the future economic picture, they will have to get used to the idea of a bigger American-flag merchant fleet instead of a smaller one. The new report's recommendations call for an expansion of the fleet, through stepped-up Government financial assistance, to a point where it carries at least 30 percent of this country's foreign commerce instead of the 8.6 percent predicted by the Task Force report.

The MAC public members' report calls for direct subsidy of American shipyards instead of a phasing out of our capacity to build ships. It calls for all building of American-flag ships in American yards instead of in foreign yards; expansion of subsidy coverage to provide for replacement of some 100 cargo liners within 5 to 8 years instead of only 30 or 40 vessels; and replacement of runaway ships with American flags in the bulk trades.

The MAC public members' report calls for the construction of at least 250 dry bulk carriers in the next 20 years instead of only 100; continuance of cargo preference instead of scrapping this vital program; endorses an oil import quota instead of leaving virtually all of this trade to runaway-flag vessels; the retention of U.S. passenger ships instead of a phasing out of all such service.

The Task Force report would have reduced seamen's jobs from 47,000 to 26,000 in the next 20 years. The MAC public members' report recognizes that seamen's jobs must be preserved through an overall expansion of the U.S. merchant fleet.

Many of the recommendations made in the MAC public members' report have been made before by the SIU and other American maritime unions. They are realistic and represent what must be done if the United States is to have the merchant fleet it needs now and in the future to maintain its position as the world's foremost economic and military power. The report represents a breakthrough in the realization that the public interest request positive Government action to rebuild the merchant fleet.

Congress, of course, will be the final arbiter on this issue. The SIU and the rest of maritime labor will carry the fight for a stronger merchant marine into the halls of Congress, probably early next year.

A decisive showdown on the future of the American merchant marine is near. Legislation reflecting the proposals of the MAC public members' report must be adopted if the American-flag merchant fleet is to survive.

SIU Thanksgiving Dinner

SIU Halls across the nation were hosts to Seafarers and their families on Thanksgiving Day. A full course turkey dinner was served at the cafeteria facilities provided for in many SIU Halls. Many Seafarers brought guests along to sample the food, and a large turnout was evident the moment the doors swung open. Below is only a small sampling of the Seafarers and their families and guests who added a warm homelike atmosphere to SIU Halls all over the country.



Seafarer David Blonstein ar two sons, Neil and Charles isfied after a full meal at the New York.



A well-set table was typical of the Thanksgiving festivities at the New Orleans Union Hall. From left to right are Beverly Doyle, daughter of Seafarer John Doyle, Allen Brocato, Martine De Salvo, Guinne Heath, Kathleen Doyle and Pam Hempstead.



Dinner in the SIU headquarters in New York included not only Seafarers and their immediate families, but many guests and friends as well. The lines were long and the food delicious. Pictured from left are guests Mr. and Mrs. Frank Gulino and Seafarer Thomas Kenny and his wife.



Thanksgiving dinner at the Houston SIU Hall was a happy affair for the young and old. The picture shows a proud father, Seafarer Frank Radzvilla, seated at the table with his family, enjoying a few moments of traditional after-dinner leisure.





Seafarers and their families and friends enjoyed quite a Thanksgiving dinner at the Baltimore SIU Hall. The upper photo shows (from I-r) Seafarers Billy Henderson and Billy Harris and their guest. The bottom picture shows Seafarer Charles Clarke and his wife (on (left) with guests.



Tables at the New Orleans SIU Hall were a spot for families to gather. Pictured (from I-r) are Seafarer John Doyle, Don Collins, Anne Blizzard, Dora Stephens, SIU New Orleans Port Agent Buck Stephens, Seafarer Louis O'Leary, Mickey Doyle, Rita Collins, John Doyle, Jr. and Herbert Doyle.



his wife and ook well sate SIU Hall in



All ages enjoyed the Thanksgiving dinner at the New York Hall. Pictured is Mrs. Lupe Hernandez with her baby, Felix, and her youngest daughter, Susan.



Dawn Weatrowski, daughter of Seafarer
T. Weatrowski, has good things to say
about the dessert at the New York Thanksgiving dinner.



Also enjoying themselves at the New York dinner were the family of Seafarer Ali Fazil. Pictured from left to right are Mrs. Fazil, Seafarer Fazil and Saadia.





Youngest guest at the dinner in Houston was three-month-old Charlie Brown, Jr., who is shown in the above photo held by his father, Seafarer Charles Brown. The bottom photo shows (from I-r) Seafarers Dale Smith and Ed Lowe with guest Mrs. Betty Faulkner in San Francisco.



Seafarer Eddie King and his family were among the many who enjoyed Thanksgiving at the Houston SIU Hall. Fresh fruit served not only as center-pieces for the table, but also as a little snack for the kids to take home in their pockets.



Seafarer H. H. Hickman, his wife and a guest sit and chat over their coffee in the SIU dining room in Houston, where Thanksgiving saw the "biggest turnout ever." Guests from all parts of the Lone Star state accompanied Seafarers to the occasion.



Thanksgiving was quite an occasion at the New York Hall. Hundreds of Seafarers with their wives and children flocked in from late morning until early afternoon. Seafarer Ali Fazil attended the festivities with his family that included his daughters (I-r) Zeinab Fazil, Fauzia, Saadia and son Yusuf.



Thanksgiving Day at the SIU Hall in Mobile saw crowds of hungry Seafarers and their families and friends sit down for a stab at the traditional bird. The photo shows a typical scene at the hall, with grown-ups and children digging into the holiday turkey together.

Cites Yarmouth Castle Disaster

Garmatz Urges U.S. Push For Improved Intl. Sea Safety Rules

WASHINGTON-The U.S. has been called on to denounce the 1960 International Convention For Safety Of Life At Sea Treaty unless foreign nations agree to call a new sea safety convention to close gaps and loopholes in existing international safety laws.

In a letter to Secretary of State Dean Rusk, House violated the SOLAS convention. Merchant Marine Committee meeting on safety to rewrite the 1960 international convention.

Referring to the recent Yar- Garmatz said. mouth Castle disaster, Garmatz stated "The citizens of this land, in my judgment, are not disposed worthiness safety standards on taining international support for to having their life and limb jeop- passenger vessels through another ardized by the will of foreign governments whose vessels trade in mental Maritime Consultive Orand out of our ports."

He pointed out that hearings conducted by the House commit- did not respond. tee last summer on proposed leg-

be a party to treaty obligations safety standards, but noted: chairman Edward A. Garmatz which allow passenger vessels of urged the calling of a new world very minimal safety standards to undoubtedly created a more faparticipate in high seas traffic in and out of United States ports,"

> He noted that the U.S. sought to bring up the question of fireorganization - the Intergoverernganization of the United Nations John Calise,

islation to increase safety stand- matz' letter by the Assistant Secards on foreign cruise ships were retary of the Treasury, which is opposed by the State Department the department under which the on grounds that insistence on Coast Guard operates, acknowl-

, the U.S. has had in its attempts to "The United States should not get more stringent worldwide ship

"This unfortunate disaster has vorable climate for remedial measures. Accordingly, upon evaluation of the results of the investigation, the Coast Guard will renew its prior efforts toward obchanges in the safety of life at sea conventions."

A reply to Representative Gar- Coast Fishermen's

SAN PEDRO, Calif. - John more rigid standards would have edged the lack of success which Calise, 58, secretary-business agent of the SIUNA-affiliated Seine and Line Fishermen's Union since 1948, died here on November 29 after undergoing open heart surgery.

Calise's long and successful career was marked by devoted service to the union membership through the institution of many beneficial programs and through the initiation of many important



John Calise

pieces of legislation to benefit fishermen.

He was a resident of San Pedro and the remainder are T2-SE-A1 for virtually all of his life. He is tankers. The Mission types are in survived by his wife Mary, and

Funeral services for Calise were -10,000 horsepower as opposed to held on December 4 at the Mary 6,600 h.p. Otherwise, all of the Star of the Sea Church in San

The most recent program com-

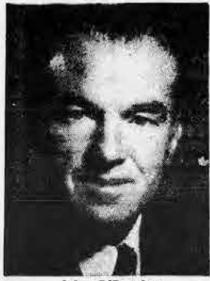
Under Ship Exchange Act

Lakes Operators To Get Reserve Fleet Tankers

WASHINGTON-Twenty-three T-2 tankers from the Government's reserve fleet have been made available to U.S. Great Lakes operators for trade-in on older tonnage. The vessels may be used as tank-+

ers on the Lakes or for con- bulk carriers. version to dry cargo or liquid

John J. O'Rourke, **Teamster Official** Dead At 65



John O'Rourke

NEW YORK-John J. O'Rourke, 65. President of the Teamsters Joint Council 16, died on December 6 here. O'Rourke was also a vice-president of the International Brotherhood of Teamsters and was president of Teamsters Local 282 in New York.

O'Rourke also served as a trustee of the N.Y. Maritime Ports Council and was also a member of the legislative committee of the Ports Council.

He is survived by his wife Edna, a son John Jr., daughter, Mrs. Edna Rublee his mother Mrs. Susan O'Rourke and five grandchil-

Interment will be at the Mount Olivet Cemetery In Middleton, N.J.

The Government-owned tankers are being made available to U.S. domestic operators for the first time in 15 years under a provision of the five-year extension to the Vessel Exchange Act approved recently by President Johnson. The law authorizes trade-out of the tankers for operation on the Great Lakes, including the St. Lawrence River and Gulf, or for conversion into dry cargo carriers or liquid bulk carriers.

Twelve of the newly released tankers are of the Mission type greatest demand by operators be- three children, cause of their greater horsepower vessels are turbo-electric-powered, Pedro, Calif. approximately 523 feet long; 68-

SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: Sept. 1-Sept. 30, 1965

Port	Seamen	Wives	Children	TOTAL
Boston	26	1	0	27
Baltimore	109	31	14	154
Jacksonville	16	0	0	16
Houston	107	4	5	116
New York	363	46	37	446
Norfolk	26	0	0	26
Philadelphia	51	24	3	78
Tampa		1	3	16
San Francisco		0	0	97
New Orleans	. 187	7	6	200
Seattle	87	0	0	87
Mobile		5	10	69
TOTAL	1 125	110	70	1 222

March Of Dimes



March of Dimes Poster Girl Lori Ann Wagner gets the 1966 fund drive off to a good start by pinning campaign button on AFL-CIO President George Meany in Washington. The March of Dimes, which aided in the successful search for a polio vaccine and has now turned its efforts to the fight against birth defects, has enjoyed strong support from the American labor movement. Lori's dad, bandleader Henry "Skip" Wagner, is a member of Musicians' Union Local 8,



San Francisco is hosting two big conventions this week-the AFL-CIO and the Maritime Trades Department conventions, bringing to this city labor delegates from AFL-CIO affiliated unions around the country. The SIU of San Francisco wishes to welcome the delegates to the Bay area and the West Coast, and we extend to them our best wishes for a successful meeting.

SAN FRANCISCO

Shipping still continues to be very good to the Vietnam, Japan and Korea areas. We have plenty of jobs for ABs, FWTs and Ollers.

This past shipping period we have paid off the following ships: the Oceanio Wave, Whitehall, Overseas Rose, Ocean Evelyn, Transnorthern, and the Express Buffalo.

Signed on were the Overseas Rose, Ocean Evelyn, Transnorthern, and the Express Buffalo.

On Thanksgiving Day we held our annual dinner at the Union Hall for members and their families and everyone enjoyed the dinner that was served. SIU members in Wilmington are now eagerly awaiting the Christmas Dinner which is approaching very rapidly.

Charlie Kath, was just repatriated from the Far East after suffering foot beam; draft of 30 feet; 16,700 menced by Mr. Calise, which will what doctors thought to be a heart attack aboard the Morning Light. dwt; with a 14.5 knot cruising be activated in the immediate fu- However, we are happy to report that the USPHS found him FFD speed. Conversion costs are ex- ture, was his lifelong ambition of immediately upon his return and that his health is OK now and we pected to be above \$500,000 per creating a pension plan for fish- plan to ship him out again as soon as possible.

> L. Gulley, chief cook, just pulled in off the Ames Victory. He said that he's not feeling too well and will take it easy for several weeks before shipping out again.



J. M. Carroll just piled off the Topa Topa after bringing her back from the North and says that he will take a little rest unless a Bos'n job comes up right away.

We have plenty of jobs for AB's FWTS, Oilers, Electricians, Wipers, Messmen or Ordinary Seamen in the San Francisco area and anyone wishing to ship out fast is advised to come on out to the Bay area.

WILMINGTON

Carroll

Shipping has been booming again in Wilmington during the last two week period. We had the Ames

Victory pay off and sign on here, and eight ships were through in transit. We shipped about 40 men in all and we have had the following vessels pay off recently: the Topa Topa, Choctow Victory, Hudson,

Oldtimers on the beach have included Cas Krowicki, a member of the SIU for over twenty years, who has been waiting for an AB's job on any Calmar ship. "Capt" Krowicki is a famous charter boat skipper in the summer months, operating the charter boat "Luray" out of the Westport-Washington area.

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

By SIDNEY MARGOLIUS

Tips On Christmas Buying

As this department has warned before, toys that have a tieup with a well-known movie, TV or cartoon character usually cost more. The actors and promoters get a percentage of the price of articles using their name. This you must pay in addition to the normal cost,

Moreover, sometimes such toys depend more on the fame of the practices, and winning in the But if the shipper wants to send lenged by the water carriers. character or actor involved than on actual play value.

This year's example is the James Bond "007" toys. They include such "playthings" as an attache case with concealed trigger, and even a doll with spikes sticking out of her shoe.

Sean Connery, who plays James Bond in the movies, himself recently who heads up the Common Cartold a Hollywood reporter, Peter Bart, that he considers the outpouring rier of "James Bond" products "a lot of rubbish" of "appalling quality."

Novelty toys are just that. You may pay \$5 for a robot that fires a machine gun mounted in its chest. But your child may get tired of practiced by the railroads for it in a few days.

Another problem for parents is dolls which require extensive wardrobes. You may buy "Barbie" or "Penny Brite" for \$4 or \$5, and then find yourself later buying a sailor suit for Penny for \$2.50, a raincoat for \$2, bedroom furniture for \$5, etc. You may wind up spending more on Penny's wardrobe than your own. As Penny gets dressed better, you'll get shabbier. Then you have to buy friends for the doll, like Ken or Ricky, and clothes for them.

Better find out how much clothing you get to start with, and the cost of additional costumes before you buy the doll. "Sylvie" costs only \$5 but a coat for her costs \$4, and a suit, \$5.

DOLLS FOR BOYS?

Now manufacturers are seeking to use this same profitable technique water from St. Louis to Chattaof continuing or "open end" purchases on boys. Joan Cook. New York nooga, Tenn., and then by rail to Times writer on child development, points out that the increasingly popular "G.I. Joe" is really a doll-a jointed, 11-inch doll. Once you buy it, the manufacturer offers 100 accessories, ranging from a combat field pack set for \$2, to diving equipment for \$3.

JEWELRY, FUR DECEPTIONS

In shopping for adult gifts, beware of widespread deceptions reported by various marketing officials. In jewelry, colored quartz is being widely sold as topaz, reports Esther Hendler, a market authority. Real topaz is very scarce. You also have to be careful in buying jewelry sold as lapiz lazuli. Sometimes it is merely jasper (another form of ment. It has become almost imposquartz). Jade may be color-enhanced to look like better quality.

There also are many synthetic sapphires on the market. These can be manufactured into colors of every stone, and sometimes are sold as topaz, amethyst and aquamarine. There is nothing wrong with the use of man-made sapphires in jewelry if you pay only a modest price one of the busiest seasons this port for it, not the price of genuine gemstones.

These deceptions are hard for anyone but experts to detect. Mrs. Hendler advises: (1) buy only in places that will return your money if season is expected to be even you are not satisfied; (2) get a guarantee of the kind and quality of the stone in writing.

Florida Stops Issuing Treasure Hunt Permits

Searchers for sunken treasure in the waters around Florida will have to cool their heels for a while because pending a review of state regulations on treasurer hunting, Florida has stopped issuing treasure-hunt-+ ing permits.

About 80 applications are being held up until "a thorough ships in Florida waters. study is made of rules that will insure adequate protection for the public interest."

Two big finds have been made recently-one a multimillion dollar treasure hoard in the Atlantic south of Cape Kennedy and another estimated at more than \$1 million. Under law passed this year by the Florida State Legislature all treasure hunting must be licensed by a newly created Board of Antiquities.

Some Refuse

The company making the recent finds is licensed, but Florida is beginning to wonder if the state's 25 percent slice of such finds is enough and whether state appraisal and enforcement methods are stiff enough. There are reports that some salvagers are refusing to make finds available for state inspection and appraisal. "This has to stop," says the Florida Secretary of State.

Since word of the recent big finds has gotten around, scores of new treasure hunting companies have been formed using expensive, modern equipment, but still relying on U.S. and Spanish government ar-

chives containing supposedly authentic ancient maps locating, more or less, about 50 sunken treasure

jewels and rare valuable artifacts, situation.

Water Carriers Seek Stiffer Railroad Rate-Cutting Fines

NEW YORK-Inland water carriers have called for amendments to the laws against selective rate cutting by the railroads to make railroad officials engaged in these practices subject to criminal penalties, imprisonment and triple damages.

"For over 75 years, we have been litigating such for the 601-mile rail haul all the the rate-cutting practices of the courts-only to learn each time that since there are no penalties for infractions, relief from such unlawful rate-making is ineffective," pointed out J. W. Hershey, Conference of Domestic Water Carriers.

Selective rate cutting has been years to discourage shippers from utilizing cheap inland waterway transportation to ship their goods. What the railroads do is charge higher rates for cargo moving by water and rail than for the all-rall movements.

How It Works

It works like this, according to an example given by the inland water carriers. Grain moving from St. Louis, Mo. to Atlanta, Ga. can move all the way by rail, or by Atlanta.

To discourage shippers from utilizing the water route the railroads set a price of \$3.86 a ton

Great Lakes

(Continued from page 6)

sible to fill even O. S. job.

CLEVELAND

We are coming to the close of has ever had. From all the talk in | phia. marine circles around here, next

Radio Peter is ashore for what looks like the Winter. No Engine Room jobs are coming this way for him to ship on for that last trip.

The Port Agent in Cleveland. Stan Wares, and members in that area would like to take this opportunity to wish one and all a Merry Christmas and a very good New Year.

CHICAGO

Good shipping in all ratings will continue until the very end of lay up. Leon Striler just finished on the Hennepin, and in a day or two says he will head for Frisco to ship. The combined value of these Striler and a few of the other regwrecks is estimated at many mil- ulars are interested in making the lions of dollars in gold and silver, run to Viet Nam for a look at that way from St. Louis to Atlanta railroads when they were chalgrain from St. Louis to Chattanooga by water and then from Chattanooga to Atlanta by rail, variably win, but since no penalthe railroads charge \$2.40 a ton for the 133 mile haul from Chat- there is really no way to enforce tanooga to Atlanta-almost as much as they charge for the 601 mile haul all the way from St.

The Interstate Commerce Commission has traditionally upheld the problem.

When the water carriers challenge these practices in court they inties can be imposed under the law, these court decisions.

The water carriers have detailed 22 specific cases of similar railroad rate juggling in 20 states in a recently issued booklet outlining

One-Way Shipping Channels Planned For New York Harbor

NEW YORK-One-way traffic in sea lanes separated from one to five miles apart by "buffer" zones is being planned for ships entering and leaving New York Harbor.

The new plan is the result * of the 1960 International past—the most serious recent ac-Safety at Sea Convention in cident being the collision between London which recommended the use of sea lanes for shipping areas with dense traffic. Because the lanes will be largely in international water, use of the lanes will not be mandatory but is expected to present advantages in 'Traffic Lanes' increased safety.

A similar one-way plan has already been established in the Dover Straits, and the New York plan is expected to serve as a pilot project for other areas in the U.S. Preliminary studies are already underway for Philadel-

Three sets of incoming and outgoing lanes have been established in the New York plan to handle traffic to Europe. Africa and to the South. All the lanes will funnel past the new Ambrose Tower, which will replace the lightship just outside the harbor. Outgoing ships will pass on one side of the tower, incoming ships on the other side. Where lanes cross, moderate speed and extreme caution will be the order of the day.

Up To Navigator

Navigators will determine whether they are in the proper lane by use of Loran and by their own celestial navigation. No use of radio beams to mark the lanes is presently being planned.

The crowded approaches to

the liner Shalom and a Norwegian tanker with a loss of 19 lives on Thanksgiving Day, 1964.

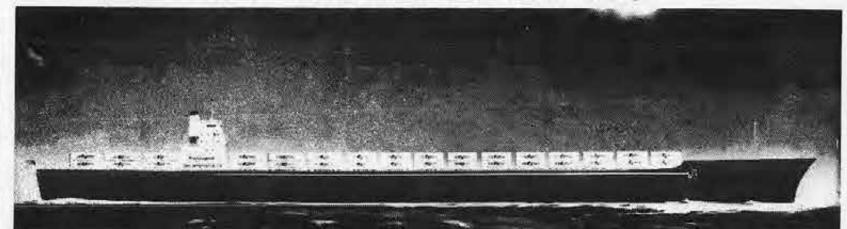
In Gulf To Aid

WILMINGTON - The federal government is establishing "traffic lanes" to help guide vessels through the Gulf of Mexico because the Gulf is becoming so congested with offshore oil wells.

The traffic lanes, to be known officially as "Shipping Safety Fairways" will be shown on new Coast and Geodetic Survey Nautical Charts. The lanes will provide safe passageways through an area from Charlotte Harbor, Florida to Brazos Santiago, Texas-an area which contains almost 2.000 oil well structures in waters up to 300 feet deep and 60 miles from shore.

There have been about 50 ship collisions involving oil structures during the past several years. Although shipping will not be required to operate within these lanes, it is expected that vessels New York Harbor have been the will take advantage of the safer scenes of many accidents in the passages which they will offer.

Sea Land To Build Six New Containerships



Above is artist's concept of new all-containerized ships already on the drawing boards for SIU-contracted Sea Land Service. Each of the six new ships will carry 338 refrigerated and 923 dry cargo containers at speeds of 27.2 knots in Sea Land's proposed New York-North Europe service, scheduled to begin in April, 1966, and in the company's regular intercoastal trade. The vessels will be 905 feet long with a beam of 103 feet, a draft of 30 feet, and a 49,700 long-ton displacement. Containers will be carried 7 deep and 10 wide below deck and 2 high and 11 wide above

From the Ships at Sea

Seafarers aboard the Brigham Victory (Bloomfield Steamship Co.) will hardly have any trouble whiling away their leisure moments with \$300 worth of film for their movie projector awaiting them when they arrive at Long Beach, California. According to Ship's

Delegate Robert Broodus, the+



so long with Lines). movies to look forward to. It's you can get done with everybody pulling togeth-

er." Also, the crew voted to use the \$20 in the ship's fund for parts for the projector, just to make sure the show stays on the road.

Ship's delegate Luke A. Clamboll, reports a good trip to Viet-

nam on the Wild Ranger (Waterman). Describing the voyage as a "fine voyage." Ciamboli reports that repairs are going smoothly and remarked on the co-operation from the entire crew. "Crewing



Ciamboli

on a ship is a matter of teamwork," he said. A vote of thanks to the steward department was proposed and accepted by acclamation. A member of the engine deon the "good stores and good cooking." partment specifically commented

Seafarers sailing on the Del Sol (Delta Lines) decided they needed



Lambert

music and voted to buy an AM-FM radio with the money in the ship's fund. They also went out and picked up a couple of sets of dominoes a n d several checker boards to entertain themselves

when off the job. At the meeting Brother Reidus Lambert made a motion to impose a fine or take some action against men quitting the ship without adequate notice. 本

The following Seafarers were unanimously elected by their fellow crew-members to serve as ship's delegates on their present voyages:

gard (Sea-Land), Irving H. Bickford was also requested that the radio aboard the Morning Light (Water- be turned off during mealtime and the Waldrop aboard the Clairborne morning. (Sea-Land), Ralph Newcomb aboard the Penn Carrier (Penn Shipping),

won't be nearly the Express Baltimore (Commodore on them."

The crew aboard the Halcyon what Panther (Haleyon Steamship Co.) Louisiana (Seatrain Lines) has

held a discussion on the possibility of volunteer denations for films, as they already have a projector a n d screen on the ship. "But," as a member of the steward department put it, "a

projector is not worth much unless you have some film to run delegate and the steward department, according to Frank Kustura, meeting secretary.

Seafarers on the Del Monte (Delta Lines) received a warm let-

ter of thanks from Brother J. L. Jarrat for the flowers sent for the funeral of his mother, The entire crew and officers voted several weeks ago to chip in for the flowers as a token of



Menz

their sympathy. All department delegates and the steward department received a hearty vote of was re-elected as ship's delegate.

\$ \$

"Everything is running smoothly aboard the Steel Vendor (Isthmian) according



to Ship's Delegate Horace Mobley. try to keep it that way." Among the suggestions aimed toward a smooth running ship was a reminder

to those eating fruit not to throw the skins on deck, for it would bring on flies John Eddins aboard the Beaure- and would be a safety hazard. It

4

Hans Speigel aboard the Del Sud their monthly safety meeting and kick-off the ship's fund," Callard cyon Steamship), R. Perry aboard "We will continue to hold safety ship."

crew got together and unan- the Western Comet (Western Tank- meetings once a month," says imously agreed that each man ers), Frank P. Corcoran aboard the meeting chairman G. C. Dragoo. should contribute \$17 toward the Merrimac (Merrimac Transport), "Nothing is more important to the purchase of the film. "New." as Walter Dun aboard the Del Oro working seamen than an under-one of the deck- (Delta Lines), Raoul Cabrera standing and grasp of the safety hands put it, aboard the Potomac (Empire Trans- principles and regulations aboard "our off-hours port), and Lorenzo Bennett aboard ship. His life and livlihood depend

The captain of the Seatrain



crew that he'd make every effort to try and get more brands of cigarettes, according to Meeting Chairman L. Blizzard. 'Other-Blizzard wise," said, "everything is running fine.

promised the

Seafarers got together and extended a hearty vote of thanks to the through it." The crew extended a electrician and the firemen for vote of thanks to both the ship's using their free time to install a new television antenna. Reception is now much improved."

Seafarers manning the Ocean Evelyn (Maritime Overseas Corp.)

are finishing up a run to ports of Subic Bay, Salgon and Danang. 'We've had a real good trip," says ship's delegate Charles Johnson. "Everything is going smoothly and the Ocean Evelyn boasts a



Johnson

crew of top SIU hands. A few more trips on ships like this," continues brother Johnson, "ought to thanks. Brother Howard Menz convince the administration that when the chips are down, the USA can count on the American merchant marine. We're ready to service our fighting men in Vietnam anytime."

Robin Locksley (Moore McCor-"Let's mick Lines) crewmembers elected Elmer Kent to



serve as ship's delegate, and he reports that everything is running as smooth as can be so far in the voyage. "Everyone is happy with the new

Meeting Chairman George A. Callard noted. "Each member will The crew of the MV Viking held give twenty-five to fifty cents to **Galley Gang Stands Ready**



Four members of the steward department pose for the camera aboard the newly converted Anchorage. Pictured from left to right are Adrian Fecteau, Gus Skendelas, Henry Roskamp and "Bud" Williams.

LOG-A-RHYTHM:

Pilot's 23rd Psalm

By Captain John H. Roberts _

The Lord is my Pilot; I shall not drift.

He lighteth me across the dark waters:

He steereth me in deep channels

He keepeth my log:

He guideth me by the star of holiness

For His name's sake.

Yea, though I sail mid the thunders and tempests of life,

I will dred no danger: for Thou art near me:

Thy love and Thy care they shelter me.

Thou preparest a harbor before me in the homeland of eternity:

Thou anointest the waves with oil, my ship rideth calmly.

Surely sunlight and starlight shall favor me on the voyage I take: And I will rest in the port of my God forever.

PERSONALS and NOTICES

Norman Krumm

Please contact your wife immediately at Box 137, Luck, Wisconsin, as your mother is very ill.

Lois Blizzard

You are asked to get in touch with your brother, Marvin, at 801 South Butterwood St., Wilmington, Delaware.

Earnest J. Lichtenstein

Your aunt, Mrs. H. Henning of 11138 Indiana Avenue, Chicago 28, Illinois, is seeking your whereabouts.

Joseph A. Larity

man Steamship Corp.), Lambert and in the early hours of the by the steward's department," Houston, Texas. She is seeking Robert Toyer, and M. Birrane.

Paul Aubain

Anyone knowing the where-Box 7, St. Thomas, Virgin Islands. Philadelphia, Pennsylvania.

Melvin Clyde Gibby

You are requested to contact C. T. Crosser at 708 Delmar, Houston 77023, Texas. Phone: 713-WA-1-7777.

Seafarers' Mail Call

Seafarers listed below are requested to send their addresses to Mrs. M. C. Hayman at 115 Milby Street, Houston 77003, Texas, so that she can forward their mail to

Claude W. Pritchett, R. Joyer, II. W. Martin, Edward W. Seeley (check), F. S. Liro (check), James You are requested to contact Allen (check), James A. Dhein, ship's delegate your daughter, Miss Linda A. John P. Sutherland, Thomas W. exceptional food provided Larity of 11302 Chimney Rock, Cassidy, Louis A. De La Carta,

George Pickels

You are asked to get in touch (Delta Line), William Mitchell discussed some of the essential went on to say. "There is a fine abouts of Paul Aubain, please con- with your attorney Paul M. Goldaboard the Haleyon Panther (Hal- aspects of the SIU safety program, spirit of cooperation aboard this tact Brother John Greaux, P.O. stein at 1201 Chestnut Street,







UNFAIR TO LABOR DO NOT BUY

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union' conditions.

"Lee" brand tires (United Rubber, Cork, Linoleum & Plastic Workers) 1 1

Eastern Air Lines (Flight Engineers) 1. 4 4

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

Sears, Roebuck Company Retail stores & products (Retail Clerks) 4

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

(Distillery Workers) 4 J. R. Simplot Potato Co. Frozen potato products (Grain Millers)

1 1 Kingsport Press "World Book," "Childeraft" (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers)

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

* * * Pepsi Cola Company (Soft Drink Workers, Local 812) * * *

Jamestown Sterling Corp. Furniture and Bedding White Furniture Co. United Furniture Workers

ALCOA RUNNER (Alcoa), Sept. 20— Chairman, J. R. Air; Secretary, J. Labenz. Motion made to accept new contract. Discussion on Pension Plan. No beets reported by department delegates.

OCEAN PIONEER (Pioneer Tank ers), Aug. 30—Chairman, Robert McGonagle; Secretary, Roland Grigg, Jr. Ship's delegate, Bill Sherer resigned. Brother Bob McGonagle was elected to serve in his place. \$21.50 in ship's fund. No beefs reported by department delegates. ment delegates.

DEL SUD (Delta), Sept. 25—Chairman, M. Dunn; Secretary, D. Gemeiner. Discussion held on new contract. Motion made to accept same with a vote of thanks. \$180.20 in ship's fund. No beefs reported. Men requested to be properly attired when relating posters and messhalis. entering pantry and messhalls. Mo-tion made to form a credit union, within the Union. Brother Avord was elected to serve as new ship's dele-

CUBA VICTORY (Alcoa), Sept. 12— Chairman, F. Macolah; Secretary, None. One man missed ship in Bal-None. One man missed ship in Bal-timore. His gear was checked with the Agent in that port. Motion was made that in the future all ships which are brought out of the bone-yard should have a shore gang hired from the hall first, prior to the crew, in order to have the vessel in an accepted living condition. Mo-tion made to make sure forwarding mailing address is given to the crew mailing address is given to the crew prior to leaving first port in the States, not the last.

TRANSERIE (Hudson Waterways), Sept. 19 — Chairman, Charles Ries; Secretary, L. D. Pierson. Ship's delegate reported that some of the repairs were not taken care of Ratswere not exterminated. Brother Charles Ries was elected to serve as new ship's delegate.

DEL MONTE (Delta), Sept. 19 — Chairman, Wm. A. Turner; Secretary, Alberto G. Espeneda. \$2.24 in ship's fund. No beets reported by depart-ment delegates. Few hours disputed OT in deck department. Vote of thanks to the department delegates and to the entire steward depart-

BELOIT VICTORY (Marine Carriers), Sept. 25—Chairman, A. F. Bankston: Secretary, J. Vi. Craft. Motion made to elect a safety committee and to list all the unsafe conditions prevailing. A copy to be sent to head-quarters and one copy to the Port of payoff. Crew requested to coop-erate in keeping all doors locked while in port, also to keep laundry room in order and also the library.

STEEL KING (Isthmian), October 19
—Chairman, Bennie Gonzalez; Secretary, Philip Wolf. Purpose of meeting was to read and explain new contract. All questions were answered and the contract was accepted.

MANHATTAN (Manhattan Tankers), October 31—Chairman, O. Samdal; Scoretary, None. Disputed OT re-ported by each department delegate. Several matters to be discussed and clarified at meeting with patrolman.

DEL ALBA (Delta), October 2—Chair-man, Joe Collins; Secretary, Zee Y. Ching. No beefs reported by depart-

SUMMIT (Sea-Land), November 6— Chairman, William Goff; Secretary, Stanley F. Schuyler. Water beef set-tled. Vote of thanks to the steward department for a job well done.

HURRICANE (Waterman), October 31—Chairman, D. B. Fritzpatrick; Sec-retary, Roberto Hannibal. Ship's delegate reported that everything is run-ning smoothly. Vote of thanks to the

DIGEST of SIU SHIP MEETINGS

sleward department for good food and service. Vote of thanks to Brother J. Browne for handling all beefs. Patrolman to be contacted regards various

ROBIN KIRK (Moore-McCormack), October 31—Chairman, C. L. Cousins, Secretary, Ken Hayes. Brother Her-nandez was elected to serve as ship's delegate. Some disputed OT in deck department.

CALMAR (Calmar), October 31—
Chairman, J. K. Shearer; Secretary,
H. Carmichael. Ship's delegate
thanked crew for their cooperation,
Voyage has been smooth, with no
beefs, Few hours disputed OT in
engine department. Motion made that
the deck department go on record
to do no stevedores work unless absolutely necessary.

ROBIN GRAY (Robin), October 10-Chairman, John Farrand; Secretary, Thomas Buckley, \$10 in ship's arrival pool will be placed in ship's funds. No beefs and no disputed OT reported. All things in order.

KENT (Corsair), October 3.—Chair-man, John W. Parker, Jr.: Secretary, Ronald B. Lloyd. Brother William Hale was elected to serve as ship's delegate. Two men missed the ship in New Orleans.

SEAMAR (Calmar), October 16— Chairman, S. Furtado; Secretary, R. K. Holt. No beefs reported by de-partment delegates. Everything is running smoothly. Repair list being

ALCOA TRADER- (Alcoa), No date-Chairman, J. J. Kane; Secretary, J.

Stone. Ship badly in need of fumiga-tion for roaches and rats. Vote of thanks to the steward department.

MONTPELIER VICTORY (Montpelier Tanker), Oct. 2 — Chairman, Jesse Lewis; Secretary, Frank Naklicki. Disputed OT in engine and steward departments. Discussion on poor mattresses. Matter will be taken up with company and patrolman. No mucking boots aboard—need same as soon as possible.

PENN CARRIER (Penn), Sept. 25— Chairman, W. S. Rudd; Secretary, C. Bortz. Letter send to headquarters regarding salt in fresh water supply. Few hours disputed OT in deck de-partment. Motion made to equip partment. Motion made to equip every tanker, regardless of cargo, with at least two copus blowers to air tanks, prior to, and during muck-ing. Representatives from the Food Plan should be on hand when stores are taken on board to see that everything is in order.

AMES VICTORY (Victory Carriers), October 31—Chairman, K. A. Helleman; Secretary D. M. Woods. Vote of thanks was extended to the ship's delegate and department delegates. Some disputed OT in engine department for working cargo in Vietnam.

LOS ANGELES (Sea-Land), November 3—Chairman, E. Bonafonte; Secretary, S. M. Simos. Captain is happy with the crew for the good job they are doing, \$14.50. Patrolman to be consulted concerning beef in the engine department. Vote of thanks for the steward and his gang for a job well done. Suggestion made to contact patrolman and Company officials regarding better information concerning sailing board time.

DEL SUD (Delta), November 7 DEL SUD (Delta), November 7 — Chairman, H. Grane; Secretary, J. Tucker, No beets reported by depart-ment delegates. Brother Hans Speigel

ment delegates. Brother Hans Speigel was elected ship's delegate.
MORNING STAR (Waterman), Detober 3—Chairman, G. Nance: Secretary, J. Markanen. Clarification requested regarding draws, gangway watch duties and OT. Launch service at Subic Bay dangerous due to poorly manned open boats. Request headquarters to remedy this condition. Vessel has inadequate fumigation service and roaches are increasing. service and roaches are increasing.

STEEL CHEMIST (Isthmian), July 18 —Chairman, F. J. Mears: Secretary.
H. A. Orlando. Ship's delegate reported that everything is running smoothly. \$6 in TV fund. Motion made to have patrolman see company officials regarding months with 31 days. of which 30 days are paid, on present

DEL ORO (Delta), October 24 — Chairman, J. H. Bales; Secretary, Ramon Irizarry, \$43.55 in ship's fund. Brother Walter Dun was elected to serve as ship's delegate. Everything is running smoothly.

EXPRESS BALTIMORE (Commodore), November 7 — Chairman, John

O'Rourke; Secretary, Eugene Ray, Few beefs to be taken up with boarding patroiman, Brother Lorenzo Bennett was elected to serve as ship's delegate. Letter sent to headquarters regarding no launch service in Vietnam. Vote of thanks extended to M. Iwaski for doing a good job as ship's Iwaski for doing a good job as ship's delegate. Vote of thanks to the steward department for good feeding.

WESTERN COMET (Western Tankers), October 24 — Chairman, Harry Kaufman; Secretary, Ange Panagapoulos. Motion made that at next negotiations that matter of port time, due to the short time containerships are in port, (12 hours or less), port time to apply in any port the same as tankers. Steward department has no time to go ashore due to the no time to go ashore due to the limited time which is less than any tanker. Brother Perry was elected to serve as ship's delegate. Vote of thanks to the steward department.

MORNING LIGHT (Waterman). October 24—Chairman, James Elwell; Secretary, Lovis B. Thomas. Brother I.' H. Bickford was elected to serve as ship's delegate. Special vote of thanks to the steward department.

BEAUREGARD (Sea-Land), November 5 — Chairman, C. Hemby, Secre-tary James W. Galloway. Captain stated that all repairs will be taken care of. No beels reported by depart.

ANDREW JACKSON (Waterman), October 23—Chairman, Thomas V. Drzewicki; Secretary, Iluminado R. Llenos. Se in ship's fund. No beefs reported by department delegates. Vote of thanks to the steward department for good service and fine food from the palley crew.

STEEL ADMIRAL (Isthmian), October 3—Chairman, D. Dean; Secretary, B. Toner. \$17 in ship's fund. Some disputed OT in engine department, otherwise all is O.K. Motion made to go back to sixty days ruling for permit men.

THE CABINS (Texas City Refining), October 16—Chairman, J. Mann; Secretary, W. Corry. Brother J. Mann was elected to serve as new ship's delegate. Disputed OT reported in deck department. Slop chest inadequate. Crew request slop chest price list be posted.

VENORE (Venore), October 10— Chairman, B. H. Lowderback; Secre-lary, A. Hemphill. Brother Lowderback was elected to serve as new shin's delegate. No beefs reported by de-partment delegates. Motion made to have separate rooms for engine

OCEANIC CLOUD (Transworld Ma-rine), October 10—Chairman, R. Fere-bee; Secretary, Andrew Lesnansky, No beefs reported by department delegates. All repairs have been taken care of in deck department. Captain to be contacted regarding repair of mixing machine in steward depart-

Finds Pension Beneficial

To the Editor: My pension began about six months ago, and I wish to thank the SIU for this most helpful benefit. A man just can't grow old gracefully if he doesn't have any money. As it is now, with the pension plan, my wife and I can look forward to our coming years with pleasure,

LETTERS To The Editor

knowing that there will always Major Surgery be food on the table and a roof To the Editor: over our heads.

We enjoy getting the Log and hope to continue reading it for many more years. Thanks for everything.

> Fraternally. Ralph Martin

* * **Aid During Illness Brings Thanks**

To the Editor:

My sincere thanks to the Seafarers Union for all the consideration shown me during the illness of myself and my late husband, Samuel L. Gordon. It has meant a lot to us to have our hospital expenses paid for, and I am deeply appreciative of the Union's interest in our comfort and welfare. Again I say thanks for every act of kindness.

Yours truly, Mrs. Leola Gordon

Receives Hearing Aid

To the Editor:

I would like to show my appreciation for the badly needed hearing aid which I received through the SIU. This will enable me to ship out again, which means a whole lot when funds begin to run short. Without the assistance of the SIU in obtaining this hearing aid, I might have been permanently washed up on the beach.

Yours fraternally, Frederick H. Houck 1 1 1

Assisted During

I would like to express my appreciation for the kindness and assistance of the SIU when I was recently hospitalized for major surgery, Serious illness doesn't come around very often. but when it does, it's nice to have the Union standing by. Thanks again for everything. Sincerely.

Mrs. Jeanette Murdoch * * *

Books On Ship Found Helpful

To the Editor:

I have been sailing with the SIU for over 15 years, and the books that the Union provides aboard ship are one of the best ways I can think of to pass the leisure hours. I am especially thankful for this service.

Fraternally, Melvin P. Smith

SIU Arrivals

Marlene Jacobs, born October 17, 1965, to the Herbert L. Jacobs, Akron, Ohio.

1 1 t Theresa Garcia, born September 8, 1965, to the Natanial R. Garcias, Ponce, Puerto

Kevin Isadore, born October 17, 1965, the Wilfred Isadores, New Orleans,

4 * * Suzanne Emanuel, born October 19, 1965, to the Thomas E. Emanuels, Mobile,

* * * Billie LeRoy Leatherman, born October 8, 1965, to the Jess Leathermans, Thomp-8, 1965, to the sonville, Michigan.

Tammy Phillips, born September 15, 1965, to the Theodore Phillips, Bay City,

Charles Michael Kroll, born October 18, 1965, to the Stanley Krolls, Luzerne, Pennsylvania.

1 t. t. Thomas Earl Long, born October 13, 1965, to the Thomas Longs, Mobile, t t t

William Michael Myles, born September 3, 1965, to the William Myles, New Or-leans, Louisiana.

* * * Alois Terry and Alexia Maria Leiter, born October 23, 1965, to the Alexander Leiters, Pine Beach, New Jersey.

* * * Cindy Fatchko, born October 14, 1965, to the Andrew R. Fetchkos, Ashley, Pa. Gilbert Baez, born October 11, 1965, to the Nelson Baezs, Jersey City, N.J.

Lerraine Vicknair, born July 11, 1965, to the Edward J. Vicknairs, Jr., Harvey, La.

Dawn Betner, born October 7, 1965, to the William Betners, San Francisco, Calif. t t t

* * * Jose Redriquez, born September 28, 1965, to the Jose A. Rodriquezs, Playa Ponce, P.R.

James Bryant, born November 10, 1965, to the James N. Bryants, Mobile,

Cynthia Louise Frank, born June 11, 1965, to the Joseph L. Franks, Baltimore, Maryland. 1 1 1

Anthony Cortez Pasley, born September 24, 1965, to the Christopher Pasleys, Bal-timore, Md.

Kevin R. Schalkofski, born October 16, 1965, to the Herman Schalkofskis, Ossineke, Mich. * *

Ernest Richard, born November 2, 1965, to the William E. Richardsons, Jr., Mayock, N.C. * * *

Telita Lynn Williams, born September 7, 1965, to the Herbert Williams, Swan-quarter, N.C. \$\pm\$\$ \$\pm\$\$ \$\pm\$\$

Stephen Jon Tannish, born October 1965, to the Alex G. Howells, Mobile, 22, 1965, to the Stephen Tannishes, Ash- Alabama. tabula, Ohio.

Hardy Price, III, born October 25, 1965, to the Hardy Prices, New Orleans, Louisiana.

Evelyene LeBlanc, born August 29, 1965, to the Albert LeBlancs, Brimley, Mich.

1 Rodolfo Garia, born October 31, 1965, to the Angel Garias, Estatal, Puerto Rico.

Jasmine Somani, born October 23, 1965, to the Yaswart Somanis, Philadel-phia, Penna. 1 1

Winfield Downs, born September 18, 1965, to the Winfield Downs, Linwood, New Jersey.

Rose Dimitriou, born October 30, 1965, to the Nicholas Dimitrious, Staten Island, N.Y.

Joe John Esquivel, born September 25, 1965, to the Olifidio Esquivels, Wharton, Alex Gaines Howells born October 18, Texas.

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY I would like to receive the SEAFARERS LOGplease put my name on your mailing list. (Print Information) NAME STREET ADDRESS CITY STATE, TO AVOID DUPLICATION: If you are an old subscriber and have a of address, please give your former address below:

Seafarer Visits Soviet Union, Learns Dangers Of Curiosity

Seafarer Eric Joseph, who recently completed an eventful eight-week visit to the Soviet Union, has come to the conclusion that the Western tourist who becomes curious about sights that the Russians would rather hide from outside eyes, will find the U.S.S.R. an unfriendly place.

Joseph did not embark on his tour of Russia as a complete novice in the Russian way of life. Last year, he salled on the SIU-manned York which took a wheat cargo to Odessa in 1964 as part of the U.S.-Soviet grain deal, This year, the adventurous Seafarer decided he wanted to take a longer, more leisurely look at the gigantic Communist country and satisfy his curiosity. After landing in Leningrad, Joseph visited Moscow: the Yalta resort area: Yerevan, the capital of Armenia, Tbillsi and Gori, in Georgia; Tashkent in Central Asia, and Irkutsk, Siberia.

Friendly Reception

He found that he received a friendly reception from the Russian man on the street, who usually beseiged American tourists with hundreds of questions about life in the U.S. The SIU tourist also reported that many Russians he met in Moscow often offered him big sums of money for his clothing or other goods with a "Made in U.S.A." label. He also reports that he was favorably impressed with the Russian women he met in his travels across the country.

Joseph, who is an avid amateur photographer, learned the hard way that a camera-toting foreign tourist can run into a lot of trouble should he let his curiosity run away in Russia. This curiosity caused the Soviet police to detain him twice during his two-month journey through the country.

The first time Joseph got into hot water occurred when he tried to take pictures of the homes of high Kremlin leaders in the exclusive Lenin Hills section of Moscow. In order to insure their privacy, the country's top leaders seclude themselves from the prying eyes of the hotel for interrogation which took public in huge mansions hidden by place in front of several local news-10-foot walls. When Joseph attempted to snap some pictures of the huge gates of these estates, he was seized by guards on the scene.

Held For 2 Hours



Seafarer Eric Joseph poses with an attractive Russian friend he met while touring the Soviet Union. He reports that Russian girls are "the same as girls anywhere else in the world."

superiors. Joseph admits that he became worried that he would get a first-hand look at Lubyanka Prison, the infamous jail in which thousands of Russian political prisoners were imprisoned. Finally, the guards returned his passport and ordered him to leave the area immediately.

The second time Joseph came to grief with the authorities took place in Tbilisi, a city in the Soviet still devoting considerable effort to republic of Georgia. Noticing that there seemed to be many drunks. beggers and people sleeping in the of students from Africa, Asia and city streets, the SIU shutterbug Arab nations and Cuba on the began taking pictures of some of streets of Leningrad and Moscow, these sights. He relates that he he says. Foreign delegations from suddenly found himself picked up these countries were also frequentby the secret police and taken to a ly seen. paper reporters.

Hostile Questions

During the close questioning he After being relieved of his pass- Joseph was asked repeatedly why is marked by freedom, abundance port, he was detained outside the he was taking pictures of Tbilisi and progress. Russia, on the other walls for two hours while the sus- citizens in unfortunate circum- hand, has an economy which is picious guards conferred with their stances. He replied that his photo- based or scarcity and hardship.

graphs showed that people all over the world lived the same, and pointed out that Americans had many of the same problems which he witnessed in Russia.

His answers apparently helped to lessen the hostility of the police, and he was released shortly afterward. However, one of the newsmen present wrote a long, unfriendly story about the incident in the local papers. Some of the people who befriended Joseph in Tbilisi later warned that the secret police was following him, although he was never aware of it.

One of the highlights of Joseph's trip was his attendance at the United States annual Fourth of July celebration in Moscow, He comments that he had a hard struggle with State Department bureaucrats to get an invitation to the affair which is attended by most Americans who are stationed in or are visiting Russia. He reports he received a very warm reception at the crowded celebration, meeting U.S. Ambassador Kohler and his wife, and other foreign and Soviet diplomats. The top Soviet leaders, he remembers, were conspicuously absent.

Met High Judge

Joseph also had the chance to meet U.S. Supreme Court Justice William O. Douglas who was staying at the same hotel in Moscow.

He reports that the Russians are wooing students from under-developel countries. There are thousands

Although Joseph saw much economic improvement in the Soviet Union, he cannot see any comparison between the Russian and American way of life. Looking at the two countries, he declares that we in received in the next few hours, the U.S. live under a system which

Pork Chops Cooking



Chief Cook Lawrence Mitchell sports a big smile in the kitchen of the Andrew Jackson, as he slips some pork chops into the oven. Brother Lawrence takes great pride in preparing excellent chow to keep his fellow Seafarers happy.

LOG-A-RHYTHM:

Escape

By HENRI PERCIKOW

To forget if only for a moment The chopping mallet, The clicking steel, The whipping voice, The fever in my bone.

Give me a patch of earth, With green to lie upon, Spread the blue above And let the sun beat down Upon my pallid skin,

I'd listen to the whisper of insects And the magic song of space, The crunching of leaves, The joyous cry of children And to sounds of silence.

ine Splicing An Art Aboard The Robin Locksley



Seafarers Frank Liro and George Gallard bend to the task aboard the Robin Locksley while splicing the new improved mooring line. The new mooring line is made out of nylon, demonstrating yet another use that synthetic fibers are put to.



Veteran Seafarer Robert McCauley, AB, shows Fred Gavin how an expert splices a line aboard the Robin Locksley. For "old salts" to help the younger Seafarers along and to aid them in any way possible is an established SIU custom.

Final Departures

Marion F. Presley, 37: Brother | Presley died of accidental causes



in Jersey County, Illinois. A member of the Union since 1962, he sailed in the deck department. He is survived by Emma P. Presley, Place of burial was the Meadow Branch

Cemetery, Jersey County, Illinois. t

Kaarel Leetman, 62: Brother Leetmaa died of natural causes at

the Staten Island USPHS Hospital, Staten Island, New York. A member of the engine department, he signed on with the SIU in 1951. He was buried in Kensico Cemetery, West-



chester County, New York. Surviving is Laine Runne, a friend. t t

Knut B. Cato, 72: Heart failure proved fatal to Brother Cato at



the Spring Grove State Hospital, Baltimore, Maryland. A member of the SIU since 1939, he sailed in the engine department. No beneficiary was designated. Brother Cato

was cremated at the Green Mount Cemetery, Catonsville, Maryland. * * *

Anthony Zielinski, 68: Brother Zielinski died of natural causes at

t h e Baltimore USPHS Hospital, Baltimore, Maryland, A member of the deck department, he joined the Union in 1951. He is survived by his brother



John Zielinski. Place of burial was the Holy Name Cemetery, Jersey City, New Jer-

.Charles Kinnke, 67: Brother Kinnke died of natural causes at Roman died of natural causes



the Staten Island USPHS Hospital, Staten Island, New York. He was a member of the deck department and is survived by his niece, Lydia Evanco. Burial took place in the

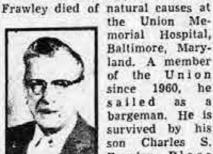
Long Island National Cemetery, Farmingdale, New York,

Lawyer McGrew, 59: Cancer claimed the life of Brother

McGrew at the New Orleans USPHS Hospital. A member of the steward department, he is survived by his wife, Mrs. Rosa L. McGrew. Brother McGrew was buried in the

Oaklawn Cemetery, Mobile, Alabama.

John T. Frawley, 72: Brother

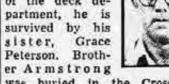


the Union Memorial Hospital, Baltimore, Maryland. A member of the Union since 1960, he sailed as a bargeman. He is survived by his son Charles S. Frawley. Place

of burial was the Gardens of Faith Cemetery, Baltimore, Maryland.

George Eugene Armstrong, 59: Brother Armstrong died in the

New Orleans USPHS Hospital as a result of accidental injurles. A member of the deck department, he is survived by his sister, Grace Peterson. Broth-



was buried in the Cross Road Cemetery, Cross Road, Florida.

Juan Rivera Roman, 39: Brother



aboard the Hurricane. A member of the deck department, he joined the Union in 1960. Place of burial was the De La Capital Cemetery, Rio Piedras, Puerto Rico. No bene-

ficiary was designated. 4

Wilbert J. Bunthoff, 50: Brother Bunthoff succumbed to a heart at-

tack in the Persian Gulf port of Behran. A member of the Union since 1947, he sailed in the engine department. He was buried in Cincinnati, Ohio. Surviving is his daughter Jocelyn Richards.



the deck depart-

ment, he joined

the SIU in 1943.

He is survived

by his wife Jes-

sie. Place of bur-

ial was the Gal-

veston Memorial

Vernon L. Corlis, 53: Brother Corlis died of accidental causes at his home in Galveston, Texas. A member of



Park Cemetery, Galveston, Texas.

Baltimore Canal

To Be Improved

BALTIMORE-The heavily traveled Chesapeake and Delaware Canal is slated for widening and deepening to allow it to carry an increased traffic load of large vessels and eliminate the numerous groundings with which the present canal is plagued. A free flow of two-way traffic is the goal.

The 250-foot wide, 27-foot deep canal, will be widened to 450-feet and deepened to

Schedule of Membership Meetings

SIU-AGLIWD Meetings

New York Jan. 3-2:30 p.m. Philadelphia Jan. 4-2:30 p.m. .Jan. 5-2:30 p.m. DetroitJan. 14-2:30 p.m. Houston Dec. 13-2:30 P.M. New Orleans .. Dec. 14-2:30 P.M. Mobile Dec. 15-2:30 P.M. Wilmington Dec. 29-2 P.M. San Francisco .. Dec. 22-2 P.M. Seattle Dec. 24-2 P.M. * * *

Great Lakes SIU Meetings

Oldai Educe 2			.3-
Detroit			
Alpena	Dec.	20-7	P.M.
Buffalo	Dec.	20-7	P.M.
Chicago	Dec.	20-7	P.M.
Cleveland	Dec.	20-7	P.M.
Duluth	Dec.	20-7	P.M.
Frankfurt	Dec.	20-7	P.M.

ま ま GREAT LAKES TUG AND DREDGE

	- 2	EGION		
Detroit .		Dec.	13-7:30	P.M.
Milwauke	e	.Dec.	13-7:30	P.M.
Chicago		Dec.	14-7:30	P.M.
Buffalo .		Dec.	15-7:30	P.M.
Sa't Ste. N	larle	Dec.	16-7:30	P.M.
Duluth .	40.00	Dec.	17-7:30	P.M.
Cleveland		Dec.	17-7:30	P.M.
Toledo .		Dec.	17-7:30	P.M.
	t	1	t	

SIU Inland Boatmen's Union Philadelphia Jan. 4-5 P.M.

Baltimore (licensed and unlicensed) Jan. 5-5 P.M. Houston Dec. 13-5 P.M. NorfolkJan. 6-5 P.M. New Orleans ... Dec. 14-5 P.M. Mobile Dec. 15-5 P.M.

* * * RAILWAY MARINE REGION

Jersey City Dec. 13-10 A.M. & 8 P.M.

Philadelphia Dec. 14-10 A.M. & 8 P.M. Baltimore

Dec. 15-10 A.M. & 8 P.M.

Dec. 16-10 A.M. & 8 P.M.

1 1 1 United Industrial Workers

New York Jan. 3-7 P.M. Baltimore Jan. 5-7 P.M. Philadelphia Jan. 4-7 P.M.

Mobile Dec. 14-7 P.M. New Orleans ... Dec. 15-7 P.M. . Meeting held at Labor Temple, New-

t Meeting held at Labor Temple, Sault te. Marie, Mich. # Meeting held at Galveston wharves.

Directory Of

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

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VICE PRESIDENTS Lindsey Williams Earl Shepard

Robert Matthews

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NEW ORLEANS, La. 630 Jackson Ave. Tel. 529-7546

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PHILADELPHIA, Penna. 2604 S. 4th St. DE 6-3818 PHILADELPHIA, Penne.

DE 6-3818

PORT ARTHUR, Tex. 1348 Seventh St.
SAN FRANCISCO, Calif. 350 Freemont St.
DO 2-4401

SANTURCE, P.R. 1313 Fernandez Juncos
Stop 20
Tel. 724-2848

MAC Report

SEATTLE, Wash. ... 2505 First Avenue MA 3-4334

ST. LOUIS, Mo. 805 Del Mar

TAMPA, Fla. 312 Harrison St.

WILMINGTON, Calif. . 505 N. Marine Ave. TE 4-2528

on this for action by the full Committee and transmittal to the President.

The approval of the public members' report by the Advisory Committee represents a significant breakthrough for the SIU and other maritime unions, who have been maintaining for many years that the public interest requires positive Government action to rebuild the merchant fleet.

The fact that a totally different report has been approved by the Advisory Committee, however, means that the President now will not get only one side of the picture-nor will the members of Congress, who will have the final say on any new maritime policy developed by the Government.

Congress, of course, is where the big fight on this issue will take place, probably early next year, and the SIU, along with the rest of maritime labor will put their full support behind a program to rebuild our merchant marine and restore it to its rightful place on the seas.

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 Snances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected the membership. All Union records are available at SIU beadquarters

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 fund financial records are available at the headquarters of the various

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, Scafarers 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. It, 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 pub-lishing 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 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 chould immediately be reported to be adouted 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 rank-and-file functions, including service on rank-and-file committees, ause 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 Scafarers 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 Scafarers 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.

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

Cargo Preference Enforced By Many Foreign Nations

Foreign governments and foreign-flag operators have often raised a sharp protest against U.S. measures to upgrade our merchant marine through such aids as subsidies and cargo preference. Seldom mentioned in these protests is the fact that a great many other

governments also take simi-*

Japan, where protests are louds tries involved. est against policies which benefit the U.S. maritime industry, has several programs of her own to the same effect. According to Thomas Guerin, president of the American Association of Port Authorities, Japanese shippers attempt to enforce a "de facto" cargo preference on more shipped to the United States. In addition, in June of 1964, the Japanese Government enacted its own version of cargo preference when it ordered that Japanese vessels carry 100 percent of cargo sent to Thailand under a war reparation grant, Japan also benefits its merchant marine with low Interest charges and government-

cargo preference laws: Brazil, taxes; Italy, construction, opera-All of these nations, as well as interest charges; Sweden, taxes

lar or stronger steps to pro- have restrictive trade agreements. United Kingdom, taxes. tect their own merchant with other (mostly Latin) nations.

Long List

Individual Latin American countries have also adopted many other measures to the benefit of their own merchant marines Argentina has directed freight to Argentine flag vessels through a centralized trading agency and has adopted policies making shipment under Argentine flag cheaper. Venezuela reserves to national flag vessels all cargoes which are free of import duty-a large portion of total Venezuelan imports. And Uruguay reserves half of all commercial cargoes in and out of her ports for ships under her own

own fleets. The following have taxes and interest charges; Greece, Chile, Cuba, Equador, Guatemala, tion, taxes, and interest charges: Peru, Uruguay, and Venezuela the Netherlands, depreciation and

The list of countries actively These agreements benefit the helping their own merchant fleet maritime industries in the coun- can be extended to just about every part of the world. Burma. Indonesia, Korea, Morocco, the Philippines, Syria, and Tunisia all have cargo preference laws. Bulgaria, Burma, Ceylon, Czechoslovakia, France, East Germany, Hungary, India, Indonesia, Iran, Iraq, Korea, Tunisia, Egypt, Russia, and Yugoslavia all participate in restrictive trade agreements. The European Common Market as a body has a special trade agreement with 18 French speaking African nations providing for elimination of certain tariffs.

> In short, just about every maritime nation, major and minor, takes steps to help its own merchant marine.

Family Day At SIU Clinic



Seafarer Efraim Pagan waits his turn at the New York SIU Clinic, along with his son, Efraim, Jr., and his wife, Ramona. The subject of their visit on Thursday, "Family Day," was an all-around checkup for Efraim, Jr., who stands a good chance of being a Seafarer like his father, judging by the sailor suit he's wearing.

The Latin American nations Denmark subsidizes deare probably the most vigorous in operation, depreciation, and inadopting measures to protect their terest charges: West Germany 1997 (1997) (1997 Votes OK On Dues Hike

Seafarers voting in all Gt. Lakes District ports and aboard all Gt. Lakes District contracted vessels have voted in a secret ballot referendum to accept a constitutional amendment which calls for an increase in Gt. Lakes District membership dues.

In voting that was conducted from October 11 of Henry Howard, Book Number \$300 was accepted by the SIU Gt.

In accordance with the union Number 8018. • A requirement that 75 per- constitution, a six-man Headquarmeeting held on November 19 in the port of Detroit. The function of the six-man Committee was to count and tally the ballots cast throughout the Gr. Lakes District during the 31 day referendum.

> The committee's report was presented to the membership at general membership meetings held throughout Gr. Lakes District ports

through to November 10, Gt. 3943, Carl Larson, Book Number several other constitutional Lakes District Seafarers voted 2 to 12452, Fred Vance, Book Number changes. 8546, Frank Szapko, Book Number 12671 and Clarence Otis, Book

per quarter, effective January 1, on September 7 at 7 P.M.

union operations to provide maximum job security and protection for Gt. Lakes District members.

The proposal for a dues increase originated in the form of a resolution adopted at the regular SIU Acceptance by the membership Great Lakes District membership of the resolution on a dues in- meeting held in Detroit on Sepcrease will result in an increase in tember 7, at 2 P.M. It was then dues of \$10 per quarter, raising carried at subsequent meetings in the current dues from \$20 to \$30 all Great Lakes District ports held

After the wind-up of voting, a The necessity for a dues increase five-man committee of Sealarers was created by the higher cost of was elected in Defroit to study the proposal and prepare a report with recommendations, including voting procedures for a secret ref-In addition, a resolution raising erendum ballot of the SIU Great The six-man committee consisted the membership initiaton fee to Lakes District membership. The report was submitted to the membership for final consideration at a general membership meeting which is scheduled for September 20, 1965.

> In issuing its report, the committee cited the applicable provisions of the constitution and announced that the proposal for a dues increase had been accepted by the membership, subject to the secret ballot referendum.

Secret balloting on the proposed dues increase was conducted in accordance with the SIU Great Lakes District constitution. This provided for the election of rank and file polls committees in all Great Lakes District ports where voting is conducted each day,

Serving on the five-man constitutional committee were Lawrence Tremblay, Book No. 9668, William Bateman, Book No. 1664, Harry Buccilli, Book No. 12518. Henry V. Howard, Book No. 3943, and Dezsi Gazse, Book No. 11265.

MTD Holds Convention

(Continued from page 3)

eaucrats have never done anything wheat to the Soviet Union and her amendment. to promote the U.S. flag. They have satellites. no understanding of the economics of the industry. They have no know that the history books point flag. up the fact that for nations to be Development of a privatelypower, including a strong mer- fleet. chant marine," Hall said.

the Maritime Administrator is now in foreign shippards. saying publicly what others in Government have been doing privately for years, to destroy the resolution giving a vote of con- on Monday December 6. American merchant marine.

Intensive Activity

industry to protect the nation's Congress. needs and the jobs of American maritime workers.

MTD Convention delegates had Thomas W. (Teddy) Gleason for acted on a number of resolutions their efforts and cooperation in and committee reports with which the fight to strengthen the Amerthey dealt in convention sessions, ican merchant marine, They also made clear the policies they want instituted by the Government. Among the key actions dressed the Convention were called for were:

Department for refusing to sup-port proposals to ban from U.S. son, Maritime Administrator, Paul ports those foreign ships which St. Sure, president of the Pacific carry cargo to Cuba and North Maritime Association, and Ed Vietnam.

Halting shipment of surplus ing Council of America.

knowledge of the defense needs of cent of all Government cargo be ters Committee On Elections was this country. They do not seem to carried on ships flying the U.S. chosen at a special membership

great they must have balanced sea owned nuclear powered merchant

• Defeat of any attempt to The MTD president said that allow American ships to be built

The Convention also adopted a fidence to AFL-CIO President: George Meany, and Legislative Director Andrew Biemiller for Hall said that the Maritime their efforts in leading the fight Trades Department, along with it's to win repeal of Section 14 (b) affiliated unions, will promote in- of the Taft-Hartley law, and tensive activity on the political pledged "our total support to put front to assure that this nation this vital legislative objective over has a sufficiently strong shipping the top" in the next session of

The Convention also commended the International Longshoremen's. As the LOG went to press, the Association and Its President

Among the speakers who ad-Under Secretary of Labor John F. • Condemnation of the State of the Building & Construction Hood, president of the Shipbuild-

SIU Of Canada Freighter Refloated After Mishap

MONTREAL-The SIU of Canada-contracted freighter Fort William has been refloated in Montreal harbor where it sank, exploded and burned on September 14 with a loss of four Canadian Seafarers.

Salvage work began on September 23 with the removal of the ship's cargo. The 6.384-ton vessel, which was lying on her side in 30 feet of water, was refloated after 19 hours of pumping. Prior to refloating operations, about 200 tons of steel reinforcing was built into the vessel for added strength.

Plans call for temporary repairs after which the ship will be towed into a local shippard.

The Canada Steamship Lines ship was only four months old at the time of the mishap, in which four Canadian Seafarers were killed, fifteen hospitalized and others treated on the scene. Most of her crew escaped the flames towering 200 feet over the waterfront by climbing across the port side of the vessel to the dock or by diving into the St. Lawrence River.

The ship had been plagued all the way from Hamilton, Ont., by an inability to maintain proper trim, Her 'tween-decks load included some 300 tons of powdered carbide-a chemical which in itself is not explosive but which becomes a highly explosive gas when mixed with water.