

Meany Backs MAC Report On Maritime, *Urges Johnson Weigh Proposals*

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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 on the President's Maritime Advisory Committee scored a significant breakthrough on November 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 lopsided vote—in which only the two runaway fleet operators on the Committee dissented—indicated in effect that the rest of the Committee, including the 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 Inter-agency Maritime Task Force. This Task Force had prepared the so-called 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% 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 only 100 new dry bulk carriers in the next 20 years, while the public members' report in effect calls for at least 250 dry bulk carriers in the same period.

The Boyd Report would extend operating subsidy to only 30-40 presently unsubsidized cargo 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 calls 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 yards.

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-

vision for assisting tankers and opposes an oil import quota, while the public members' report recommends help for tankers and endorses an oil import quota.

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 ships must be linked to an overall expansion in the size of the fleet. It also endorses the Wirtz-Meany machinery recommended by President Johnson for the settlement of disputes on these automated ships.

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 bulk trades.

The only area the public members' report does not cover is domestic shipping, but it is planned to prepare a supplemental report

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Urges President 'Give Weight' To Report

MTD Convention Delegates Hear Meany Urge Government Adopt MAC Report Proposals

SAN FRANCISCO—AFL-CIO President George 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 recommendations to Congress for a new maritime policy."

"The MAC Report would promote expansion of American shipping," Meany said, "and assure carriage of 30 percent of United States cargoes in American ships, and would provide for the building of new ships in American shipyards."

"We should have nothing less," Meany said. "We can't afford to be without a strong merchant marine."

The MTD Convention ran from December 6-8 and was attended 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.

He said there is absolutely no defense, nor justification for runaway operations. The American runaway ship operators, Meany

said, are motivated absolutely by "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 stopped now."

"Let me say just one thing further 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 movement that will enable you to help yourself."

"I think if you look, you will find what you need," Meany said. The MAC Report to which Meany referred was adopted at its November 30th meeting in Washington.

The Report was prepared by three public members—Professor James Healy, Theodore Kheel and Thomas Guerin, and was approved by a 13-2 vote. The two dissenting members, Lee White of Marine Transport Lines, and Joseph Andrea of Humble Oil, represent ma-

nor 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 marine," Meany said.

The Agency Report recommended phasing out of American 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 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.

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 Johnson that indicate that subsidies for agriculture costs about \$1,000 per farmer, whereas he offered figures to show that maritime subsidies cost from \$7,000-\$15,000 per seaman. Hall said that the Maritime Administrator's figures did not use the same measurements in arriving at the results. "If they did," Hall said, "the fact is that maritime subsidies costs per seaman would be about \$1,000-\$1,100 — the same as for agriculture 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 about 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-

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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 Ambassador Arthur J. Goldberg, Deputy Undersecretary of State U. Alexis Johnson, Director R. Sargent Shriver of the Office of Economic Opportunity and National Commander L. Eldon James of the American Legion.

(As the LOG went to press, the AFL-CIO convention was still in progress. A complete report on convention actions will appear in the next issue of the Seafarers Log.)

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, made up of the 29 Executive Council 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 a minimum and keep it there in the face of automation and an expanding labor force.

As a result of its examination of the nation's economy, the Council recommended a shorter work week, with no reduction of take-home pay, more job-creating investment measures by the Federal 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 decent wages."

"The accelerating growth of the labor force, with an increasing influx of youngsters, is merely one part of the manpower revolution confronting America," the Council noted in its economic report.

"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 energy—which 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 a source of trouble and severe hardship. They can bring a higher standard of living and more leisure time for the na-

tion's workers if they are used properly. But failure to adopt adequate adjustment measures could lead to rising unemployment and heightened social tensions, the Council pointed out.

There will be a need for over four million additional job opportunities each year until 1970 to keep pace with the spreading impact of the new technology and the accelerating growth of the labor force, on top of the present level of unemployment and underemployment, according to the Council.

The Council report estimated that more than 10 million jobs today pay less than \$1.50 an hour, and noted that about one-half of the poverty problem in the nation 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. Other 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 6-7.

The International Labor Press Association met in convention December 4 through 8.

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, 65.

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 marine engineer and was born in Pascagoula, Mississippi, where he plans to make his permanent home. He



Wilson



Livinghouse

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

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.

Devillier, who sailed with the SIU-IBU, joined the Union in New



Devillier



Gilbert

Orleans. He served as an assistant engineer and now lives with his wife, Melvina, in Plaquemine, Louisiana. Devillier's last job was aboard the tug Ann Landry.

O'Rourke, a member of the deck department, was born in Ireland and joined the Union in New York. He last shipped out on the Detroit and now makes his home in Orange, New Jersey, with his wife, 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) rate for white teen-agers has since July averaged 11.5 percent or down to its level of late 1957. The non-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 since registering 4.5 percent in July, the rate has been 4.5 percent in August, 4.4 percent in September, 4.3 percent in October and now is 4.2 percent. A year ago it was 4.9 percent.

The solidity of the recent job improvements is reflected in a measurement called "labor force time lost." This rate, which adds

worktime lost due to unemployment and involuntary part-time, 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 unemployment. 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 longer—totaled 531,000 in November; this was down about 55,000 over the month and compared to 760,000 a year ago.



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

Charles W. Maynard, who got off the Raphael Semmes not too long ago in Houston showed up at the New York hall recently ready to ship again. Pedro Garcia is anxious to ship again after getting his ffd. After a long spell on the dredge-barge Ezra Sensibar, Jack Caffey is keeping his eye on the shipping board.

Baltimore

Shipping has been fair during the last period and prospects are good for the next two weeks. We have the Alamar, Losmar and Marore 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.

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



Willoughby

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 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, Maurice McCosky is at the hall here waiting for a good spot. Old-timer 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 Seafarer.

Boston

Shipping has remained on the slow bell during the last two

weeks but is expected to pick up during the next period.

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" Simone is just out of drydock and ready for the first steward department job that comes up. Simone last sailed as third cook on the St. Christopher. Frederick Meinerth, whose last 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 renews. Perera sailed as oiler. Thomas Gower found his way back to the Norfolk hall from Houston. His last job was oiler on the Transhatteras. Douglas Clark, AB, is in the hall here hoping to catch a tanker. His last ship was the Natalie.



Gower

Puerto Rico

Niguel Llovet arrived on the Island after a long spell on the Chatham to spend the holidays in Ponce with his family. Angel Vila piled off the SeaTrain Texas long enough to take care of some personal business, after which he expects to look for a galley job, pronto.

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.

1. The names and addresses of the publisher, editor, managing editor and business manager are: Publisher: Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, 675 4th Ave., Brooklyn 32, NY; Director of Publication, Herbert Brand, 675 4th Ave., Brooklyn 32, NY; Managing Editor, Michael Pollack, 675 4th Ave., Brooklyn 32, NY; Business Manager, none.

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 corporation, the names and addresses of 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,

NY; Al Kerr, Secretary-Treasurer, 675 4th Ave., Brooklyn 32, NY.

3. The known bondholders, mortgagees, and other security holders owning or holding one percent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. 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.) 58,000.

(Signed) Herbert Brand, Director of Publications.

Sworn to and subscribed before me this 1st day of October, 1965. Bertram Greene, Commissioner of Deeds. (My commission expires December 15, 1966.)

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 oxygen to mix with acetylene prior to consumption, except at the burner or in a standard torch should be allowed unless specifically approved for the purpose.

Tests of any piping systems or apparatus for leaks should never be made with a flame, but with soapy water instead. When acetylene lines or other parts of equipment are being cleared of air, lights or other sources of possible ignition should never be allowed near the uncapped openings.

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 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 fittings should be kept free from oil or grease as well.

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

Pressure is another factor requiring care. Oxygen or acetylene should never be used from cylin-

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 open the valves on cylinders slowly and stand to one side of, never in front of pressure regulator gauge faces when opening cylinder valves.

Before removing a regulator from a cylinder valve always close the valve and release gas from the regulator. Oxygen and acetylene cylinders should be placed far enough away from the welding position that they will not be unduly heated by radiation from heated materials, by sparks or 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 in areas where high temperatures are common.

Never do cutting or welding in the presence of flammable gases or vapors, and don't weld or flame-cut an oil barrel or container that has held flammable liquids, vapor, or other flammable materials, without first making sure that such materials have been removed.

Be sure that sparks from a cutting operation don't fall on persons working below, into flammable material or onto unprotected cylinders.

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 Commission Hearing Examiner in a complaint brought by SIU-contracted 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 Louisiana 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

amounts of plastics for one of the largest chemical companies in the country which is located in the disputed area, he noted, in quantities amounting in 1963 to 17 million pounds for Sea-Land and about 10 million pounds for Seatrain.

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 regular passenger service between 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 passengers in Puerto Rico.

Delta plans carrying only one-way 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 SIU-contracted 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 bankruptcy.



By Lindsey Williams, Vice-President, Gulf Area

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.

The School Board had voted down by a 4-1 margin a petition 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 should be temporary, as the outlook for the coming period is very good.

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 the 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 month is around the hall waiting for a fit for duty so he can head back to South America.

We are sorry to report that the wife of James "Jimmy" George died while he was shipping on the Madaket. Jimmy is back on the beach now and says that he will be ready to ship out again, preferably as a deck engineer or an oiler.

Larry Laffargue is on the beach here after a trip to Vietnam

aboard the Alice Brown. Larry reports a good trip aboard the Alice 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 fwt or oiler's slot that comes up.

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.

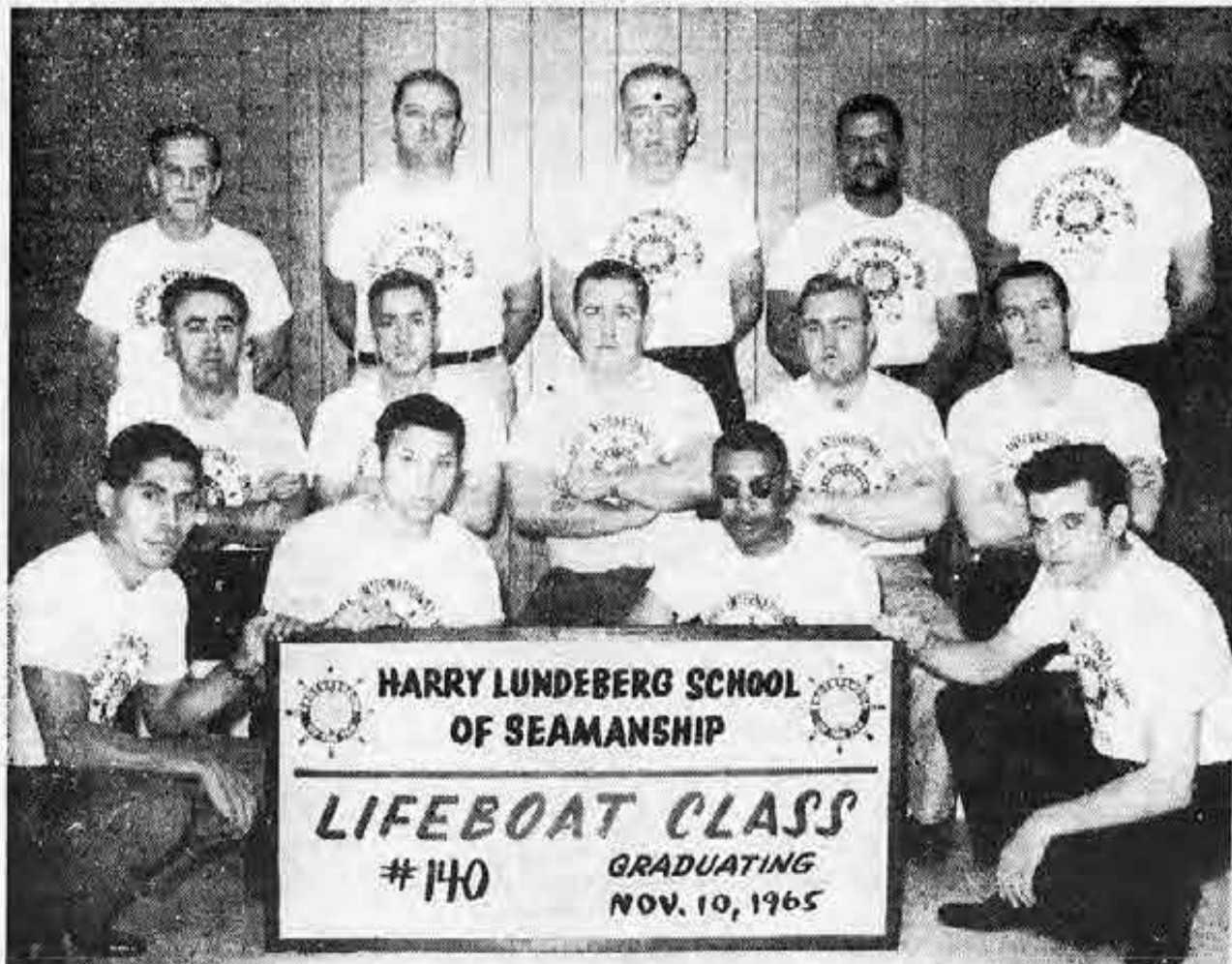
Bosun James L. Foster, is talking about his last trip on the Marore which got involved with a hurricane and ran aground twice. Howard B. Davis, who last sailed as oiler on the Alcoa Ranger has been in the hall here to look up some friends. He says he intends to stay ashore for a while to get to know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

Houston

Shipping out of Houston has been holding steady and the outlook for the future remains good.

W. R. Brightwell is just off the Anston Victory and is already looking for a deck department slot on a ship going to South America or the Mediterranean. Sal Frank is looking for a deck slot on a coastwise tanker after returning from an Indian run aboard the Alcoa Mariner. C. D. Umfleet has his ffd after a long layup in the 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 Lundeborg School of Seamanship, are members of SIU Lifeboat Class No. 140. Graduates are (l-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?

Frank Warren: In the United States it really wouldn't matter a great deal, but a man should choose a barber in a foreign country carefully...



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...



where barbers seem to know what they are doing.

Juan Villafane: I'll tell you flat out that Hawaii is the place for an excellent haircut...



where barbers seem to know what they are doing.

Juan Bernard: To tell the truth, it doesn't make a whole lot of difference to me where I get my hair cut, just so long as I get it trimmed when it needs it...



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...



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...



damned expensive—three dollars, and they expect a liberal tip. In Japan it's less than a dollar, or in some cases for a pack of cigarettes.

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

November 6 to November 19

DECK DEPARTMENT

Table with 4 main columns: Port, TOTAL REGISTERED (Class A, B), TOTAL SHIPPED (Class A, B, C), and NOW ON THE BEACH (Class A, B). Rows list various ports like Boston, New York, Philadelphia, etc.

ENGINE DEPARTMENT

Table with 4 main columns: Port, TOTAL REGISTERED (Class A, B), TOTAL SHIPPED (Class A, B, C), and NOW ON THE BEACH (Class A, B). Rows list various ports like Boston, New York, Philadelphia, etc.

STEWARDS DEPARTMENT

Table with 4 main columns: Port, TOTAL REGISTERED (Class A, B), TOTAL SHIPPED (Class A, B, C), and NOW ON THE BEACH (Class A, B). Rows list various ports like Boston, New York, Philadelphia, etc.

James Dooley Honored By Labor Council



James Dooley

PORTLAND, Ore. — James M. Dooley, recently-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...

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 Council and as President of the Honolulu AFL-CIO Maritime Trades Port Council.

The special resolution, endorsed by Council members representing all areas of the Hawaii labor movement, cites Dooley for service "above and beyond the normal call of duty."

Retirees In Favor Of Medicare Insurance

(Continued from page 2)

assistance rolls. Nearly all states have arranged to pay the Medicare insurance fee for this group.

But there remain several million persons who will not automatically receive invitations to enroll in the program and who will have to take the initiative in applying. This group includes an estimated 1.5 million persons over 65 still employed full time...

Apply in Person

These persons will have to apply in person for the Medicare plan if they wish to be covered and also for the free basic hospital insurance benefits to which they are entitled...

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...

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 social security district offices throughout the nation where those not on the social security benefit rolls can apply for their hospital benefit cards and the Medicare program. In addition, most other communities are visited periodically by a social security representative whose schedule is normally posted in the local post office.

The AFL-CIO Department of Community Services is playing a major role in making information 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 familiarize themselves with all aspects of the program and use all means to get the information to persons who may be eligible.

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.



By Al Tanner, Vice President

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.

Grain shipments on the Great Lakes set an all time monthly record of 2,719,279 net tons in October. U. S. Flag vessels carried 15.9% of the total.

The St. Lawrence Seaway will close on December 3rd and many 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 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 Henry Steinbrenner, first of the Kinsman Marine Transit Company vessels to lay up in this port,

paid off on the 29th of November. Due to the weather conditions the Philip Minch and the R. E. Webster were delayed in getting here but are expected within the next day or so for lay up. As present the Boland vessels layup list has been issued, but no dates for layup are definite as yet.

We were sorry to hear of the death of Richard Holmes, Wheelman on the Richard Reiss. He was one 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, Roy Boudreau, wishes to extend best wishes for a Happy holiday season and a prosperous New Year.

DULUTH

Shipping has dropped off in the Engine and Stewards Department; however, we are still getting plenty of job calls for the Deck Department.

(Continued on page 11)

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. 20—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 Ohio.
- 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

The Kentucky Court of Appeals has ruled that employers must give about \$12 million in minimum wage backpay to some 20,000 women and 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 backpay for the 18-month period involved. The unanimous decision climaxed a 16-year fight by organized labor for minimum wage regulations in the state's 9,000 hotels, motels and restaurants.

Regional conferences of the Bookbinders have renewed appeals to all organized 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 March 11, 1963. All of the Bookbinders' 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 Enterprises in Chicago.

The West Virginia AFL-CIO raised its per capita dues, re-elected its top officers, revised its constitution and urged united labor support for more manpower training programs in the Appalachian region. A record number of delegates attended the fifth convention of the state body, which returned President Miles C. Stanley and Secretary-Treasurer Glen Armstrong for another two-year term. Per capita payments were raised from 16 to 20 cents per affiliated member to finance con-

tinuation of present services and help establish an official publication. President I.W. Abel of the 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 12 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 an improved progression plan in re-classifications and promotions.

The Supreme Court has refused to review two petitions filed by employers who sought to upset National Labor Relations Board decisions in card-check cases. The court 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 filed by the Colson Corp., Caruthersville, Mo., in a case involving the Boiler Makers; and SNC Mfg. Co., Inc., Oshkosh, Wis., concerning the Electrical, Radio & Machine Workers.

The Insurance Workers opened contract talks in Galveston, Texas on November 16 for 3,400 agents of the American National Insurance Company. IWIU President Emeritus George L. Russ heads the 11-man negotiating committee with President William A. Gillen and C. W. Cutler of the union's executive board. The existing three-year agreement expires next January 15.

"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 relation—to 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 and two sons, Neil and Charles, satisfied after a full meal at SIU 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.



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



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.



Tables at the New Orleans SIU Hall were a spot for families to gather. Pictured (from l-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 sat-
e 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 Thank-
sgiving 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.



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.



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 l-r) Seafarers Dale Smith
and Ed Lowe with guest Mrs. Betty Faulkner in San Francisco.



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 (l-r) Zeinab Fazil, Fauzia, Saadia and son Yusuf.



Thanksgiving Day at the SIU Hall in Mobile saw crowds of hungry Seafar-
ers 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 Merchant Marine Committee chairman Edward A. Garmatz urged the calling of a new world meeting on safety to rewrite the 1960 international convention.

Referring to the recent Yarmouth Castle disaster, Garmatz stated "The citizens of this land, in my judgment, are not disposed to having their life and limb jeopardized by the will of foreign governments whose vessels trade in and out of our ports."

He pointed out that hearings conducted by the House committee last summer on proposed legislation to increase safety standards on foreign cruise ships were opposed by the State Department on grounds that insistence on more rigid standards would have

violated the SOLAS convention. "The United States should not be a party to treaty obligations which allow passenger vessels of very minimal safety standards to participate in high seas traffic in and out of United States ports," Garmatz said.

He noted that the U.S. sought to bring up the question of fire-worthiness safety standards on passenger vessels through another organization — the Intergovernmental Maritime Consultative Organization of the United Nations—but that foreign governments did not respond.

A reply to Representative Garmatz' letter by the Assistant Secretary of the Treasury, which is the department under which the Coast Guard operates, acknowledged the lack of success which

the U.S. has had in its attempts to get more stringent worldwide ship safety standards, but noted:

"This unfortunate disaster has undoubtedly created a more favorable climate for remedial measures. Accordingly, upon evaluation of the results of the investigation, the Coast Guard will renew its prior efforts toward obtaining international support for changes in the safety of life at sea conventions."

John Calise, Coast Fishermen's Official Dies

SAN PEDRO, Calif. — John 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 for virtually all of his life. He is survived by his wife Mary, and three children.

Funeral services for Calise were held on December 4 at the Mary Star of the Sea Church in San Pedro, Calif.

The most recent program commenced by Mr. Calise, which will be activated in the immediate future, was his lifelong ambition of creating a pension plan for fishermen.

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 tankers on the Lakes or for conversion to dry cargo or liquid

bulk carriers.

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 and the remainder are T2-SE-A1 tankers. The Mission types are in greatest demand by operators because of their greater horsepower—10,000 horsepower as opposed to 6,600 h.p. Otherwise, all of the vessels are turbo-electric-powered, approximately 523 feet long; 68-foot beam; draft of 30 feet; 16,700 dwt; with a 14.5 knot cruising speed. Conversion costs are expected to be above \$500,000 per ship.

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 grandchildren.

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

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, Milwaukee.



By Frank Drozak, West Coast Representative

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 Oilers.

This past shipping period we have paid off the following ships: the *Oceanic 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 what doctors thought to be a heart attack aboard the *Morning Light*. However, we are happy to report that the USPHS found him FFD immediately upon his return and that his health is OK now and we 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

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.

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..... | 12 | 1 | 3 | 16 |
| San Francisco..... | 97 | 0 | 0 | 97 |
| New Orleans..... | 187 | 7 | 6 | 200 |
| Seattle..... | 87 | 0 | 0 | 87 |
| Mobile..... | 54 | 5 | 10 | 69 |
| TOTAL..... | 1,135 | 119 | 78 | 1,332 |



Carroll

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 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 told a Hollywood reporter, Peter Bart, that he considers the outpouring 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 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 of continuing or "open end" purchases on boys. Joan Cook, *New York 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 \$8.

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 lapis lazuli. Sometimes it is merely jasper (another form of quartz). 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 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 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 treasure hunting, Florida has stopped issuing treasure-hunt permits.

About 80 applications are being held up until "a thorough 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-

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 practices, and winning in 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, who heads up the Common Carrier Conference of Domestic Water Carriers.

Selective rate cutting has been practiced by the railroads for 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-rail 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 water from St. Louis to Chattanooga, Tenn., and then by rail to Atlanta.

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

for the 601-mile rail haul all the way from St. Louis to Atlanta. But if the shipper wants to send grain from St. Louis to Chattanooga by water and then from Chattanooga to Atlanta by rail, the railroads charge \$2.40 a ton for the 133 mile haul from Chattanooga to Atlanta—almost as much as they charge for the 601 mile haul all the way from St. Louis.

The Interstate Commerce Commission has traditionally upheld

the rate-cutting practices of the railroads when they were challenged by the water carriers. When the water carriers challenge these practices in court they invariably win, but since no penalties can be imposed under the law, there is really no way to enforce 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 the problem.

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 Safety at Sea Convention in 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 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 Philadelphia.

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 New York Harbor have been the scenes of many accidents in the

past—the most serious recent accident being the collision between the liner *Shalom* and a Norwegian tanker with a loss of 19 lives on Thanksgiving Day, 1964.

'Traffic Lanes' In Gulf To Aid Ship Safety

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 will take advantage of the safer passages which they will offer.

Great Lakes

(Continued from page 6)

ment. It has become almost impossible to fill even O. S. job.

CLEVELAND

We are coming to the close of one of the busiest seasons this port has ever had. From all the talk in marine circles around here, next season is expected to be even better.

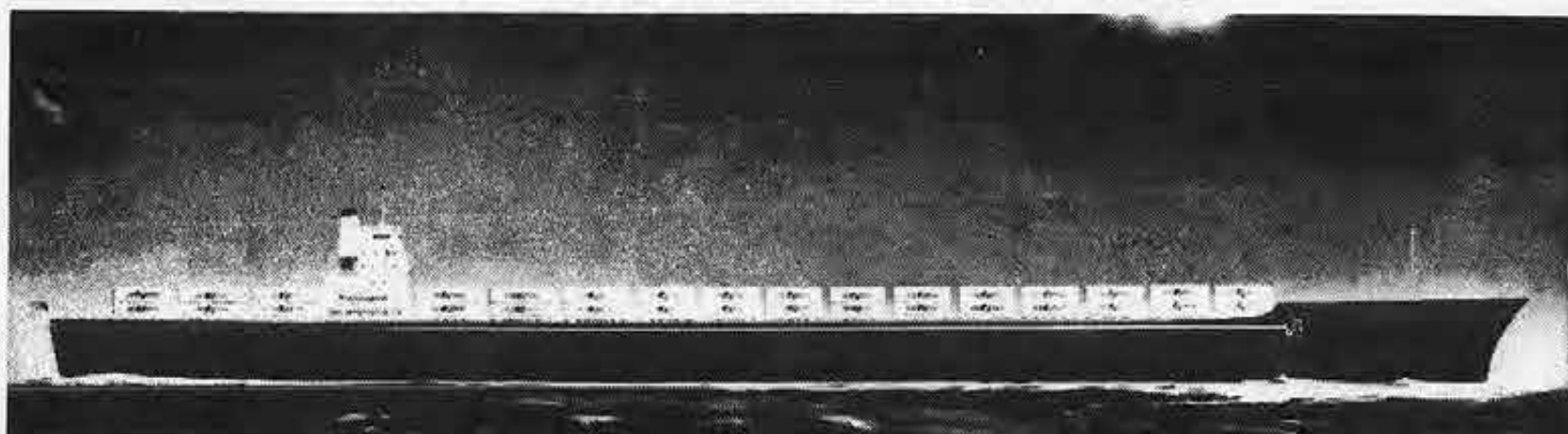
Radio Peter is ashore for what looks like the Winter. No Engine Room jobs are coming this way for him to ship on for that last trip.

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. Striler and a few of the other regulars are interested in making the run to Viet Nam for a look at that situation.

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 crew got together and unanimously agreed that each man should contribute \$17 toward the purchase of the film. "New" as one of the deckhands put it, "our off-hours won't be nearly so long with movies to look forward to. It's amazing what you can get done with everybody pulling together." 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.



Broodus

Ship's delegate **Luke A. Ciamboli**, reports a good trip to Vietnam 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 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 department specifically commented on the "good stores and good cooking."



Ciamboli

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



Lambert

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

John Eddins aboard the **Beauregard** (Sea-Land), **Irving H. Bickford** aboard the **Morning Light** (Waterman Steamship Corp.), **Lambert Waldrop** aboard the **Clairborne** (Sea-Land), **Ralph Newcomb** aboard the **Penn Carrier** (Penn Shipping), **Hans Speigel** aboard the **Del Sud** (Delta Line), **William Mitchell** aboard the **Halcyon Panther** (Halcyon Steamship), **R. Perry** aboard

the **Western Comet** (Western Tankers), **Frank P. Corcoran** aboard the **Merrimac** (Merrimac Transport), **Walter Dun** aboard the **Del Oro** (Delta Lines), **Raoul Cabrera** aboard the **Potomac** (Empire Transport), and **Lorenzo Bennett** aboard the **Express Baltimore** (Commodore Lines).

The crew aboard the **Halcyon Panther** (Halcyon Steamship Co.) held a discussion on the possibility of volunteer donations for films, as they already have a projector and 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 through it." The crew extended a vote of thanks to both the ship's delegate and the steward department, according to **Frank Kustura**, meeting secretary.



Kustura

Seafarers on the **Del Monte** (Delta Lines) received a warm letter 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 their sympathy. All department delegates and the steward department received a hearty vote of thanks. Brother **Howard Menz** was re-elected as ship's delegate.



Menz

"Everything is running smoothly aboard the **Steel Vendor** (Isthmian) according to Ship's Delegate **Horace Mobley**. "Let's 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 and would be a safety hazard. It was also requested that the radio be turned off during mealtime and in the early hours of the morning.



Mobley

The crew of the **MV Viking** held their monthly safety meeting and discussed some of the essential aspects of the SIU safety program. "We will continue to hold safety

meetings once a month," says meeting chairman **G. C. Dragoo**. "Nothing is more important to the working seamen than an understanding and grasp of the safety principles and regulations aboard ship. His life and livelihood depend on them."

The captain of the **Seatrail Louisiana** (Seatrail Lines) has promised the crew that he'd make every effort to try and get more brands of cigarettes, according to Meeting Chairman **L. Blizzard**. "Otherwise," Blizzard said, "everything is running fine."



Blizzard

Seafarers got together and extended a hearty vote of thanks to the electrician and the firemen for 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 crew of top SIU hands. A few more trips on ships like this," continues brother **Johnson**, "ought to 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."



Johnson

Robin Locksley (Moore McCormick 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 ship's delegate and the exceptional food provided by the steward's department," Meeting Chairman **George A. Callard** noted. "Each member will give twenty-five to fifty cents to kick-off the ship's fund," Callard went on to say. "There is a fine spirit of cooperation aboard this ship."



Kent

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 dread 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

You are requested to contact your daughter, Miss Linda A. Larity of 11302 Chimney Rock, Houston, Texas. She is seeking your address.

Paul Aubain

Anyone knowing the whereabouts of Paul Aubain, please contact Brother John Greaux, P.O. Box 7, St. Thomas, Virgin Islands.

Melvin Clyde Gibby

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

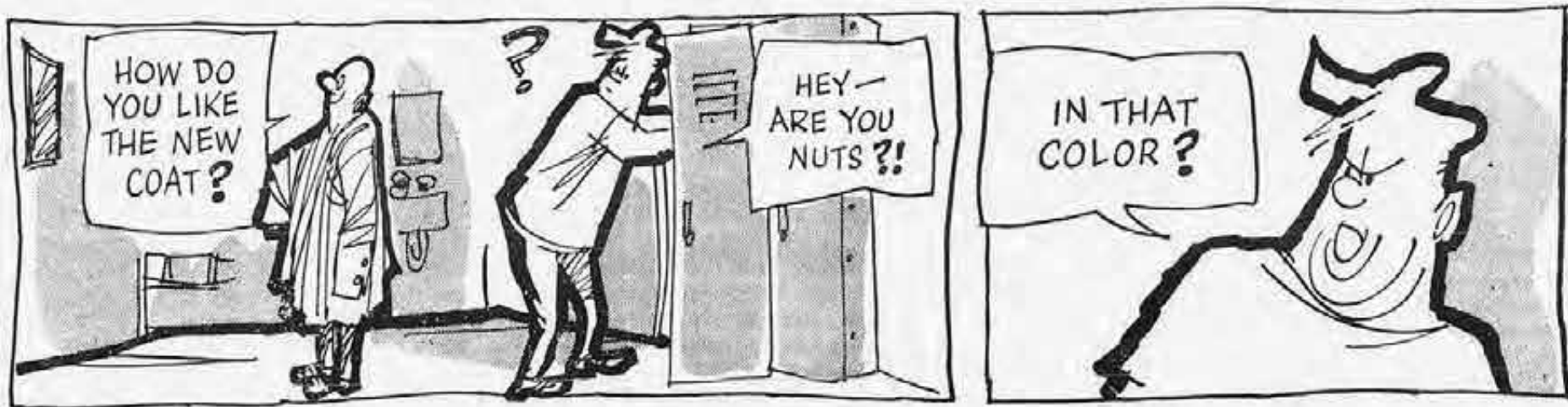
Seafarers' Mail Call

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 them.

Claude W. Pritchett, **R. Joyer**, **H. W. Martin**, **Edward W. Seeley** (check), **F. S. Liro** (check), **James Allen** (check), **James A. Dhein**, **John P. Sutherland**, **Thomas W. Cassidy**, **Louis A. De La Carta**, **Robert Toyer**, and **M. Birrane**.

George Pickels

You are asked to get in touch with your attorney Paul M. Goldstein at 1201 Chestnut Street, Philadelphia, Pennsylvania.



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 sailed 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; Tbilisi 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 besieged 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 public in huge mansions hidden by 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

After being relieved of his passport, he was detained outside the walls for two hours while the suspicious guards conferred with their



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 republic of Georgia. Noticing that there seemed to be many drunks, beggars and people sleeping in the city streets, the SIU shutterbug began taking pictures of some of these sights. He relates that he suddenly found himself picked up by the secret police and taken to a hotel for interrogation which took place in front of several local newspaper reporters.

Hostile Questions

During the close questioning he received in the next few hours, Joseph was asked repeatedly why he was taking pictures of Tbilisi citizens in unfortunate circumstances. He replied that his photo-

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 still devoting considerable effort to wooing students from underdeveloped countries. There are thousands of students from Africa, Asia and Arab nations and Cuba on the streets of Leningrad and Moscow, he says. Foreign delegations from these countries were also frequently seen.

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 the U.S. live under a system which is marked by freedom, abundance and progress. Russia, on the other hand, has an economy which is based on scarcity and hardship.

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.*

Line 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.



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



Juan Rivera Roman, 39: Brother Roman died of natural causes 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 beneficiary was designated.



Kaarel Leetman, 62: Brother Leetman 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, Westchester County, New York. Surviving is Laine Runne, a friend.



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.



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



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.



John T. Frawley, 72: Brother Frawley died of natural causes at 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.



Vernon L. Corlis, 53: Brother Corlis died of accidental causes at his home in Galveston, Texas. A member of the deck department, he joined the SIU in 1943. He is survived by his wife Jessie. Place of burial was the Galveston Memorial Park Cemetery, Galveston, Texas.



Anthony Zielinski, 68: Brother Zielinski died of natural causes at the 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 Jersey.



George Eugene Armstrong, 59: Brother Armstrong died in the New Orleans USPHS Hospital as a result of accidental injuries. A member of the deck department, he is survived by his sister, Grace Peterson. Brother Armstrong was buried in the Cross Road Cemetery, Cross Road, Florida.



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 35-feet.

Schedule of Membership Meetings

SIU-AGLIWD Meetings

New York Jan. 2—2:30 p.m.
Philadelphia Jan. 4—2:30 p.m.
Baltimore Jan. 5—2:30 p.m.
Detroit Jan. 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. 20—2 P.M.
San Francisco ... Dec. 22—2 P.M.
Seattle Dec. 24—2 P.M.

Great Lakes SIU Meetings

Detroit Dec. 20—2 P.M.
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.

GREAT LAKES TUG AND DREDGE REGION

Detroit Dec. 13—7:30 P.M.
Milwaukee ... Dec. 13—7:30 P.M.
Chicago Dec. 14—7:30 P.M.
Buffalo Dec. 15—7:30 P.M.
St. Ste. Marie Dec. 16—7:30 P.M.
Duluth Dec. 17—7:30 P.M.
Cleveland ... Dec. 17—7:30 P.M.
Toledo Dec. 17—7:30 P.M.

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.
Norfolk Jan. 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.
*Norfolk Dec. 16—10 A.M. & 8 P.M.

United Industrial Workers

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

†Houston Dec. 13—7 P.M.
Mobile Dec. 14—7 P.M.
New Orleans ... Dec. 15—7 P.M.

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

Directory Of UNION HALLS

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

PRESIDENT Paul Hall
EXECUTIVE VICE PRESIDENT Cal Tanner
VICE PRESIDENTS Earl Shepard Lindsey Williams Al Tanner Robert Matthews
SECRETARY-TREASURER Al Kerr

HEADQUARTERS ... 675 4th Ave., Bklyn. NY 9-6600
ALPENA, Mich. 127 River St. EL 4-3616
BALTIMORE, Md. 1216 E. Baltimore St. EA 7-4900
BOSTON, Mass. 177 State St. RI 2-0140
BUFFALO, N.Y. 735 Washington St. TL 3-9259
CHICAGO, Ill. 9383 Ewing Ave. SA 1-0733
CLEVELAND, Ohio 1420 W. 25th St. MA 1-5450
DETROIT, Mich. 10225 W. Jefferson Ave. VI 3-4741
DULUTH, Minn. 312 W. 2nd St. RA 2-4119
FRANKFORT, Mich. P.O. Box 287 415 Main St. EL 7-2441
HOUSTON, Tex. 5804 Canal St. WA 8-3207
JACKSONVILLE, Fla. 2608 Pearl St. EL 3-0987
JERSEY CITY, N.J. 99 Montgomery St. HE 3-0104
MIAMI, Fla. 744 W. Flagler St. FR 7-3564
MOBILE, Ala. ... 1 South Lawrence St. HE 2-1754
NEW ORLEANS, La. 630 Jackson Ave. Tel. 529-7546
NORFOLK, Va. 115 3rd St. Tel. 622-1892
PHILADELPHIA, Penna. 2604 S. 4th St. DE 6-3818
PORT ARTHUR, Tex. 1348 Seventh St. SAN FRANCISCO, Calif. 350 Fremont St. DO 2-4401
SANTURCE, P.R. 1313 Fernandez Juncoas Stop 20 Tel. 724-2848
SEATTLE, Wash. 2505 First Avenue MA 3-4334
ST. LOUIS, Mo. 805 Del Mar CE 11434
TAMPA, Fla. 312 Harrison St. Tel. 229-2788
WILMINGTON, Calif. 505 N. Marine Ave. TE 4-2528

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

MAC Report

(Continued from page 3)

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.

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 similar or stronger steps to protect their own merchant fleets.

Japan, where protests are loudest 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 goods 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-financed research and a customs duty on imported ships and materials.

The Latin American nations are probably the most vigorous in adopting measures to protect their own fleets. The following have cargo preference laws: Brazil, Chile, Cuba, Ecuador, Guatemala, Peru, Uruguay, and Venezuela. All of these nations, as well as

Argentina, Bolivia, and Colombia, have restrictive trade agreements with other (mostly Latin) nations. These agreements benefit the maritime industries in the countries involved.

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 flag.

Among the Western European nations, Denmark subsidizes depreciation; France, construction, operation, depreciation, and interest charges; West Germany, taxes and interest charges; Greece, taxes; Italy, construction, operation, taxes, and interest charges; the Netherlands, depreciation and interest charges; Sweden, taxes

and interest charges; and the United Kingdom, taxes.

The list of countries actively helping their own merchant fleet 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.

SIU Gt. Lakes District 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 through to November 10, Gt. Lakes District Seafarers voted 2 to 1 to accept the constitutional amendment.

In accordance with the union constitution, a six-man Headquarters Committee On Elections was chosen at a special membership meeting 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 Gt. Lakes District during the 31 day referendum.

The committee's report was presented to the membership at general membership meetings held throughout Gt. Lakes District ports on Monday December 6.

The six-man committee consisted

of Henry Howard, Book Number 3943, Carl Larson, Book Number 3536, Leo Tierney, Book Number 12452, Fred Vance, Book Number 8546, Frank Szapko, Book Number 12671 and Clarence Otis, Book Number 8018.

Acceptance by the membership of the resolution on a dues increase will result in an increase in dues of \$10 per quarter, raising the current dues from \$20 to \$30 per quarter, effective January 1, 1966.

The necessity for a dues increase was created by the higher cost of union operations to provide maximum job security and protection for Gt. Lakes District members.

In addition, a resolution raising the membership initiation fee to

\$300 was accepted by the SIU Gt. Lakes District membership as were several other constitutional changes.

The proposal for a dues increase originated in the form of a resolution adopted at the regular SIU Great Lakes District membership meeting held in Detroit on September 7, at 2 P.M. It was then carried at subsequent meetings in all Great Lakes District ports held on September 7 at 7 P.M.

After the wind-up of voting, a five-man committee of Seafarers was elected in Detroit to study the proposal and prepare a report with its recommendations, including voting procedures for a secret referendum ballot of the SIU Great 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 Dezi Gazze, Book No. 11265.

MTD Holds Convention

(Continued from page 3)

cauterats have never done anything to promote the U.S. flag. They have no understanding of the economics of the industry. They have no knowledge of the defense needs of this country. They do not seem to know that the history books point up the fact that for nations to be great they must have balanced sea power, including a strong merchant marine," Hall said.

The MTD president said that the Maritime Administrator is now saying publicly what others in Government have been doing privately for years, to destroy the American merchant marine.

Intensive Activity

Hall said that the Maritime Trades Department, along with its affiliated unions, will promote intensive activity on the political front to assure that this nation has a sufficiently strong shipping industry to protect the nation's needs and the jobs of American maritime workers.

As the LOG went to press, the MTD Convention delegates had acted on a number of resolutions and committee reports with which they dealt in convention sessions. They also made clear the policies they want instituted by the Government. Among the key actions called for were:

- Condemnation of the State Department for refusing to support proposals to ban from U.S. ports those foreign ships which carry cargo to Cuba and North Vietnam.

- Halting shipment of surplus

wheat to the Soviet Union and her satellites.

- A requirement that 75 percent of all Government cargo be carried on ships flying the U.S. flag.

- Development of a privately-owned nuclear powered merchant fleet.

- Defeat of any attempt to allow American ships to be built in foreign shipyards.

The Convention also adopted a resolution giving a vote of confidence to AFL-CIO President George Meany, and Legislative Director Andrew Biemiller for their efforts in leading the fight to win repeal of Section 14 (b) of the Taft-Hartley law, and pledged "our total support to put this vital legislative objective over the top" in the next session of Congress.

The Convention also commended the International Longshoremen's Association and its President Thomas W. (Teddy) Gleason for their efforts and cooperation in the fight to strengthen the American merchant marine.

Among the speakers who addressed the Convention were Under Secretary of Labor John F. Henning, Neil Hagerty, president of the Building & Construction Trades Department; Nicholas Johnson, Maritime Administrator, Paul St. Sure, president of the Pacific Maritime Association, and E.J. Hood, president of the Shipbuilding Council of America.

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 shipyard.

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.