



25

YEARS

SIUNA SIU-AGLIW

1938-1963

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SIUNA Membership At Peak

AFL-CIO CONVENES FOR VITAL ACTION ON LABOR ISSUES

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25th Birthday For SIU, SIUNA

Trinidad SIU Is 25, Too



Old photo recalls hiring hall at 2 Stone Street, New York, which was SIU's headquarters until 1944. Oldtimer Jimmy Devito is the dispatcher at the counter. Building at 51 Beaver Street was headquarters until Union moved to Brooklyn in 1951.

A special four-page supplement is being published in this issue of the SEAFARERS LOG to mark the 25th anniversary of the founding of the Seafarers International Union of North America in 1938—the event which gave birth to the present SIU Atlantic, Gulf, Lakes & Inland Waters District that same year.

It was on November 1, 1938 that the late Harry Lundeberg, secretary-treasurer of the Sailors Union of the Pacific and first president of the SIUNA, issued two charters setting up separate Atlantic and Gulf Districts of the SIUNA.

The merging of these two districts in 1941 led to the present-day AGLIWD structure adopted by Seafarers in 1960.

The founding of the SIUNA was on October 14, 1938, when the American Federation of Labor convention in Houston issued a charter to Lundeberg for the formation of a new coast-to-coast seamen's union.

A nucleus for the new union was provided by the SUP, which dates its beginnings to March 6, 1885, when a group of 300 seamen gathered at Folsom Street wharf in San Francisco to consider steps

"towards forming a permanent protective union."

The supplement in the centerfold of this issue briefly highlights some of the events of the past 25 years, which were marked

by tough fights to organize, establish the union hiring hall, to improve the shipboard and shoreside conditions of seamen and maritime workers and to defeat Communist attempts at waterfront domination.

The SIUNA today numbers some 75,000 members on all coasts of the US, Canada and in the Caribbean, with representation among seamen, fishermen, boatmen, marine workers and in allied fields.

Greek Shipowners Have Own Code For 'Flag'—Tax-Dodging

WASHINGTON—Greek shipowners have grown restless again and are preparing another great Odyssey back to the Liberian flag. The Greek government pulled back tax exemption privileges for Greek shipowners last August 31 and sent the owners scurrying for the nearest Liberian registry office where favored tax treatment still exists.

In the past few years Greek shipowners had been leaving the Liberian flag in large numbers to

take advantage of a liberalized Greek law which allowed ships under Greek registry complete freedom from taxation for a period of seven years from the date of

building. The law was passed in 1953.

However, the return of the native has been short-lived. Thirty-four ships quit Greek registry in August and September.

A representative from the Greek Ministry of Mercantile Marine reported he was not particularly disturbed by these developments. He said that new vessels coming along under the Greek flag are not expected to fall below the current level of 7:16 million tons.

Extension Pitch Rejected

Greek shipowners had asked for an extension of the 100 percent tax exemption period, but drew an adverse ruling.

An Athens shipping agency report on the period up to March 31, 1963, showed there were 388 Greek-owned vessels sailing under the Liberian flag, which made it the most popular runaway resort for Greek as well as American shipowners. In all, 688 Greek-owned vessels of 6.3 million tons were registered under foreign flags.

A separate report in the US shows a substantial decrease in the transfers of privately-owned US-flag vessels to foreign registries during a 12-month period ending last May 1. Only 16 vessels were sold or transferred abroad, it was reported. In the previous 12-month period, 35 vessels were sold or transferred foreign.

The report by a maritime trade publication said that in the past seven years 189 privately-owned American merchant ships were acquired by foreign interests, totaling 1.4 million gross tons.

Wheat Deal Is Underway

WASHINGTON—The US-Soviet wheat deal got underway last week as US shipowners agreed to an effective ceiling of \$18 a ton on shipments of wheat to Black Sea ports for vessels with a 15,600-ton capacity. The first sale, 100,000 tons at \$7.6 million, has already been contracted for delivery to Hungary.

Total sales to the Communist bloc countries are expected to be about 150 million bushels worth about \$250 million. US ships are now said to be assured at least 50 percent of the ship movement, for delivery by May 31, 1964.

The \$18 rate was achieved by lowering the \$22.50 a ton rate called for under Public Law 480 for shipments of surplus food and fibers. The law stipulates that half of such surplus must be carried on available US-flag ships.

Russia had been balking at the condition that half the mammoth wheat purchases be carried in US bottoms because US shipping rates were higher than foreign rates. In approving the US-Soviet grain deals on October 9, President Kennedy stipulated that the "wheat we sell to the Soviet Union will be carried in available American ships, supplemented by ships of other countries."

The US-Soviet agreement was concluded in a private conference at the State Department, where it was reported both sides made

some concessions. The deal calls for traders to offer a price covering all costs, including shipping arrangements. Due to the reduction in the US cargo rate, it is now possible that the US rate will match or better foreign rates,

which have been rising steadily. Although the wheat transaction will be handled by private American grain dealers, the Export-Import Bank, a Government agency, will guarantee all commercial credit extended to private dealers.



Source of many record wheat cargoes for SIU ships in the past two years, the Bunge Corporation's grain elevator at Destrehan, upriver from New Orleans, figures to have a big role in grain movement out of the Gulf.

New SIU Hall Open In Norfolk

NORFOLK — Seafarers began shipping out of the new SIU hall here last week, when the all-new structure was opened to handle all Union functions in the Hampton Roads area.

The new building is located at 115 Third Street, off Woodis Avenue, and is regarded as a vast improvement over the old hall at 416 Colley Avenue. The one-story structure includes provisions for the addition of another floor later if needed.

Telephone numbers for the new location are 622-1892 and 622-1893. Features of the fully air-conditioned structure are an expanded hiring hall and dispatch counter, ample space for Union meetings and recreational facilities, accommodation for a snackbar-cafeteria and all other membership services. The exterior is marked by landscaping and a 40-car parking lot.

Opened for use just a year after ground was broken on October 29, 1962, the modernistic SIU building is right in the middle of a Norfolk Housing Authority project.

The new construction is part of the SIU's continuing building program in many ports to provide complete, modern facilities adequate to the needs and growth of the SIU membership. Seafarers as well as members of various SIU affiliates in the Hampton Roads area will utilize the services and facilities of the new hall.

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Addressing Monday's opening session of the MTD convention, New York's Sen. Jacob Javits is pictured on rostrum, with MTD President Paul Hall, and Anthony Scotto, president of the MTD's New York port council.

Meany Raps Canada Scab Action

MTD Convention OKs Job Program

NEW YORK—Delegates representing the 29 member unions of the AFL-CIO Maritime Trades Department concluded their three-day biennial convention here on Wednesday, November 13, after acting on a wide range of issues affecting workers in maritime and related industries.

The convention was addressed on Tuesday morning by AFL-CIO President George Meany, who condemned the Canadian government trusteeship recently imposed on all Canadian maritime unions and maritime workers.

"The cardinal principle of the trade union movement," Meany

declared, "is that it is free, it is controlled by its membership, it is not controlled by any outsiders."

The Canadian trusteeship arose out of a contractual dispute between the SIU of Canada and Upper Lakes Shipping Ltd., which in 1962 arbitrarily broke its contract with the SIU and signed a "sweetheart" agreement with the Canadian Maritime Union established by the Canadian Labor Congress. More than 300 Canadian Seafarers

(Continued on page 10)

SIUNA Membership At All-Time High

AFL-CIO To Chart Major Labor Goals

NEW YORK—Delegates to the 5th constitutional convention of the AFL-CIO began convening here this week, for the opening of convention sessions at the Americana Hotel. President Kennedy will head the list of speakers at the convention, which will develop the program and policy of the trade union movement for the next two years.

The joint labor federation was established here at its first convention in 1955, following separate conventions of the AFL and CIO to ratify the merger program.

A seven-man delegation will represent the SIUNA at the convention, led by President Paul Hall. SIUNA Executive Vice-President Morris Weisberger, Vice-Presidents Hal C. Banks, William Jordan and Ed Turner, SIU-AGLIWD Vice-President Earl Shepard and Ralph Quinonez of the SIU of Puerto Rico will round out the delegation.

Over 75,000 Members

The SIUNA delegation will come to the convention representing a paid per capita membership of just over 75,000 members for the first time in the international union's history. The SIUNA's voting strength at the 1961 AFL-CIO convention in Miami Beach was 68,500 members.

Eight years ago, at the time of the AFL-CIO merger, the international's membership was 42,000.

A number of important issues involving general labor policy, leg-

islation, political action and other trade union programs are expected to be acted on in detail during the AFL-CIO's convention stay in New York through most of next week. AFL-CIO President George Meany has announced that the convention would devote a special order of business to a discussion of labor's efforts in the campaign to assure full equality for all citizens in all areas of American life. He said AFL-CIO Vice-President A. Philip Randolph had accepted his invitation to lead the discussion

with a major speech on civil rights. Other major convention speeches will be given by Labor Secretary W. Willard Wirtz, President Arne Geijer and Secretary - General Omer Becu, both representing the International Confederation of Free Trade Unions.

After the convention opens, it will go into recess on Saturday and Sunday, November 16-17, while convention committees are in session, and reconvene Monday morning, the 18th.

Senate Sets Hearing On Anti-Strike Plan

WASHINGTON—Senate committee hearings are scheduled to begin December 4 on a proposal for compulsory arbitration in maritime labor disputes introduced by Ohio's Sen. Frank J. Lausche last month.

The bill (S. 2222) would send an unsettled shipping dispute to an arbitrator or maritime disputes board for final and binding arbitration.

It is even more restrictive than the Bonner bill, which was tabled by the House Merchant Marine and

Fisheries Committee one month ago.

Under the Lausche proposal, an arbitration decision in a maritime labor dispute would not be subject to reexamination or review by any person or agency during the term of the contract or contracts under which it was rendered.

Sen. Lausche introduced his proposal on October 8 as an outgrowth of the SS America dispute, after the passenger liner was idled in a beef between the National Maritime Union and the Marine Engineers Beneficial Association. US Lines has cancelled all voyages of the America for the rest of 1963.

In a separate dispute, which erupted in Port Newark, New Jersey, shipping operations for SIU-contracted Seatrain Lines and Sealand Service returned to normal after the end of NMU picketing at both companies' terminals.

Late last week, an SIU protest line was established at the Newark terminal of Trans-American Steamship, an NMU company serving Puerto Rico, charging the NMU with seeking to divert cargo to NMU fleets by its action against SIU companies.

Canada Spurs Union Grab

MONTREAL—The SIU of Canada began legal action here this week to test the Canadian government's constitutional authority to set up a three-man trusteeship over the SIU and four other maritime unions. The trusteeship was established under legislation passed by Parliament last month.

The law follows the recommendations of the one-man Norris Commission set up in 1962 to conduct an inquiry into the contractual dispute between the SIU and the Upper Lakes Shipping Ltd.

AFL-CIO President George Meany has called the commission a "vehicle for a vitriolic and vengeful attack upon the SIU of Canada and its leadership" and said the SIU "deserves the support of all AFL-CIO affiliates in its fight against the destruction of free trade unionism in the Canadian maritime industry."

Union Records Seized

Meanwhile, the Canadian government has seized union records and property here, and in Toronto and Thorold, and Royal Canadian Mounted Police also seized personal records and belongings in raids upon SIU officials' homes. The government also took over the operation of the vacation payments plan for Canadian Seafarers and froze all union assets.

The government further extended its union harassment by indicting and arresting Hal C. Banks, president of the SIU of Canada, and two other SIU men, on an old 1957 charge not connected with the present dispute.

In addition, the government is reported to be planning a criminal prosecution of SIU officials and members under the Canada Shipping Act, which is modeled on the British Merchant Shipping Act adopted in 1894 during the reign of Queen Victoria. Many sections

of the Act restricting seamen's civil rights, including penalties of hard labor, were taken over bodily.

The prosecution would be based on the protest held by Canadian Seafarers last month, before the trusteeship was imposed, when some 2,000 SIU members left their

ships to appeal to Parliament.

Canada has applied the Shipping Act several times in the present dispute, although a court decision in at least one instance ruled that the Industrial Relations Act overrode the Shipping Act in strike situations.

MTD OKs Special Canada Unit

NEW YORK—Concerned by the grave implications of the Canadian trusteeship legislation, delegates to the Maritime Trades Department convention authorized setting up a committee to immediately formulate a program of action in appropriate areas "for the purpose of restoring the trade union rights of Canadian maritime workers and eliminating the threat which the Canadian government's action has posed to other free trade unionists everywhere."

The delegates, in adopting a special report on the Canadian trusteeship, noted that "the application of government control over trade unions must be repugnant to every member of the free trade union movement and must be opposed by all possible means."

The committee established by the convention will be known as "The Committee for the Preservation of Trade Union Rights," and will seek to achieve its purposes through appropriate actions in the United Nations, the International Labor Organization and legislative agencies in the United States.

The committee will also be concerned with such economic activities as may appear advisable, consider a selective boycott of Canadian goods and services, conduct a broad educational program for trade unionists and members of the general public, and explore "any other steps and actions deemed advisable in pursuit of the objectives."

The committee consists of A. F. Young, director, Iron Shipbuilders International Marine Council, International Brotherhood of Boiler Makers; Robert E. P. Cooney, vice-president, Bridge & Structural Iron Workers; S. Frank Raftery, special representative, Painters, Decorators & Paperhangers; Thomas Gleason, president, International Longshoremen's Association; Russel Crowell, president, Laundry & Dry Cleaning Union; Stephen J. Leslie, international representative, Marine Division, Operating Engineers; Edward J. Carlough, organizing director, Sheet Metal Workers; Richard E. Livingston, secretary, Brotherhood of Carpenters, and Jesse Calhoun, president, Marine Engineers.



Canadian delegate R. W. Korcheski of Fort William Port Council (top) backs fight on Upper Lakes during action at MTD convention. Above, Hal C. Banks, pres. of Canada SIU (right), meets with SIUNA Vice-Pres. Morris Weisberger (left) and Steve Leslie, int'l rep., Marine Division, Operating Engineers.

LOG Cartoon Wins Top Award

NEW YORK—Bernard Seaman, art editor of the SEAFARERS LOG, won the first prize award for the best original cartoon in an AFL-CIO union newspaper at the International Labor Press Association convention meeting here this week. The plaque, presented at an award dinner November 12, singled out a Seaman editorial cartoon lampooning Government handling of the 50-50 cargo law as a "graphic presentation on a vital subject" affecting SIU members. The ILPA citation was the ninth won by Seaman for editorial cartoons in the LOG, and was the 31st ILPA award for the LOG since 1947. The prize-winner was published in February, 1962.



SEAFARERS ROTARY SHIPPING BOARD



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

Report Period: October 26 - November 8, 1963

Shipping for all SIU ports slowed up again during the past two weeks, although a number of ports showed a rise in job activity. The decline this period dropped the dispatch total for the District to 1,070 jobs overall.

Registration also fell off in most of the ports, but not in the engine department. The black gang registration held its own, while the deck department and steward department accounted for the drop. At the end of the period, however, the registration on the beach fell to 3,640 men.

In the shipping column, most of the decline was in deck jobs, as steward department jobs shipped actually showed an increase over the previous two weeks. Black gang activity fell off only slightly.

Among the ports, the best showing was by San Francisco and Seattle, both of which showed big gains in jobs shipped. Boston was busy again, but New York, New Orleans and Houston all were slow. Philadelphia, Baltimore and Norfolk listed some increase in jobs to take up the slack.

The ship activity chart (see right) shows the number of in-transit ships visiting the ports was higher than before, but the total of sign-ons was lower and equalled things out. The result, even with more ships in port over the two-week-period, was slower shipping generally.

In the process, class A men handled 59 percent of all the jobs dispatched, class B filled 31 percent and class C accounted for the 10 percent remainder. These were the same proportions as in the previous two weeks.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	2	2	4	8
New York	28	6	20	54
Philadelphia	7	0	4	11
Baltimore	3	3	19	25
Norfolk	0	0	11	11
Jacksonville	0	0	5	5
Tampa	2	1	5	8
Mobile	5	0	3	8
New Orleans	5	9	14	28
Houston	2	1	22	25
Wilmington	0	0	8	8
San Francisco	2	4	7	13
Seattle	1	1	5	7
TOTALS	57	27	127	211

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				Registered On The Beach CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	1	2	0	3	0	1	3	4	4	10	3	17	0	3	3	6	0	0	0	0	17	6	0	23	7	5	2	14	0	2	3	5			
New York	31	52	8	91	7	5	13	25	14	36	6	56	2	8	12	22	0	7	8	15	56	22	15	93	77	137	34	248	5	29	46	80			
Philadelphia	4	10	4	18	0	2	8	10	2	6	2	10	0	4	7	11	0	1	0	1	10	11	1	22	10	15	7	32	1	3	9	13			
Baltimore	10	17	1	28	0	4	6	10	8	15	6	29	2	3	2	7	0	4	0	4	29	7	4	40	30	55	15	100	0	16	47	63			
Norfolk	8	5	1	14	0	2	3	5	5	3	1	9	0	2	2	4	0	1	0	1	9	4	1	14	14	15	0	29	0	5	8	13			
Jacksonville	0	3	0	3	1	4	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	12	20	2	34	2	13	9	24			
Tampa	3	1	0	4	0	0	2	2	2	1	2	5	0	0	1	1	0	1	2	3	5	1	3	9	3	4	0	7	1	0	2	3			
Mobile	9	14	1	24	0	4	12	16	9	5	1	15	1	4	4	9	0	0	1	1	15	9	1	25	32	28	4	64	1	1	20	22			
New Orleans	15	19	8	42	2	9	16	27	7	18	7	32	3	5	9	17	0	0	0	0	32	17	0	49	66	78	12	156	4	34	81	119			
Houston	10	25	5	40	0	9	12	21	8	12	3	23	1	1	9	11	0	0	0	0	23	11	0	34	64	76	16	156	4	20	30	54			
Wilmington	5	5	1	11	0	1	3	4	1	4	0	5	0	0	0	0	0	2	0	2	5	0	2	7	15	17	4	36	2	4	15	21			
San Francisco	7	9	1	17	2	7	3	12	9	12	3	24	4	2	2	8	0	3	1	4	24	8	4	36	28	31	2	61	3	15	10	28			
Seattle	9	10	10	29	1	8	11	20	11	10	2	23	0	11	5	16	0	4	7	11	23	16	11	50	15	21	2	38	13	1	13	27			
TOTALS	112	172	40	324	13	56	92	161	80	132	36	248	13	43	56	112	1	23	19	43	248	112	43	403	373	502	100	975	36	143	293	472			

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				Registered On The Beach CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	0	1	0	1	2	1	3	6	2	6	2	10	2	1	2	5	0	1	0	1	10	5	1	16	0	5	0	5	1	3	3	7			
New York	27	34	4	65	13	21	6	40	12	30	4	46	9	21	10	40	0	2	3	5	46	40	5	91	46	85	10	141	13	34	38	85			
Philadelphia	1	15	1	17	1	3	3	7	0	13	2	15	0	3	5	8	0	4	0	4	15	8	4	27	2	17	2	21	0	5	6	11			
Baltimore	2	19	1	22	1	8	5	14	6	15	3	24	0	5	4	9	0	0	0	0	24	9	0	33	9	51	5	65	1	28	28	57			
Norfolk	3	6	2	11	0	0	2	2	1	3	1	5	0	2	4	6	0	0	0	0	5	6	0	11	5	19	5	29	0	8	4	12			
Jacksonville	1	4	0	5	0	2	1	3	1	3	1	5	1	0	0	1	0	1	1	2	5	1	2	8	2	8	0	10	3	13	10	26			
Tampa	2	2	0	4	0	0	0	0	2	2	1	5	0	0	0	0	0	0	1	1	5	0	1	6	1	7	0	8	0	1	1	2			
Mobile	4	8	4	16	0	2	3	5	2	4	3	9	0	2	2	4	0	0	2	2	9	4	2	15	6	21	5	32	1	11	10	22			
New Orleans	5	23	6	34	2	11	9	22	5	18	4	27	0	11	8	19	0	0	0	0	27	19	0	46	36	75	8	119	8	48	70	126			
Houston	7	13	3	23	0	14	11	25	6	17	3	26	0	7	10	17	0	0	0	0	26	17	0	43	24	46	7	77	6	40	51	97			
Wilmington	0	3	0	3	0	2	1	3	2	2	1	5	0	1	0	1	0	2	0	2	5	1	2	8	2	14	2	18	2	8	12	22			
San Francisco	4	7	2	13	2	3	1	6	3	14	1	18	0	3	5	8	2	5	0	7	18	8	7	33	11	36	5	52	5	7	9	21			
Seattle	3	12	5	20	3	3	0	6	1	8	1	10	2	5	3	10	1	10	0	11	10	10	11	31	6	24	4	34	1	7	5	13			
TOTALS	50	147	28	234	24	70	45	139	43	135	27	205	14	61	53	128	3	25	7	35	205	128	35	368	150	408	53	611	41	213	247	501			

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				Registered On The Beach CLASS B									
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP									
	1-3	1	2	3	ALL	1	2	3	ALL	1-3	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-3	1	2	3	ALL	1	2	3
Bos.	0	1	0	0	1	0	0	2	2	1	1	7	11	0	0	6	6	1	0	0	1	11	6	1	18	1	1	1	0	3	0	0	3	3				
NY	15	5	5	22	47	1	2	9	12	9	7	3	12	31	2	1	9	12	1	0	14	15	31	12	15	58	43	28	21	59	151	7	7	24	38			
Phil	2	1	1	2	6	2	1	7	10	5	1	4	11	0	0	12	12	0	0	1	1	11	12	1	24	3	3	3	6	15	1	0	6	7				
Bal.	3	0	1	11	15	0	0	14	14	4	1	10	16	0	1	6	7	0	0	0	0	16	7	0	23	16	14	16	26	72	4	4	33	41				
Nor	3	1	2	1	7	1	1	4	6	2	0	2	4	0	1	7	8	0	0	0	0	4	8	0	12	6	1	3	5	15	3	3	7	13				
Jae.	1	2	0	0	3	0	1	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	4	4	1	0	9	2	3	9	14					
Tam.	2	0	1	3	6	0	0	0	0	0	0	0	1	1	0	0	0	0	1	2	3	1	0	3	4	4	0	2	9	15	0	1	1	2				
Mob.	6	1	5	6	18	0	0	7	7	1	0	2	4	7	1	0	0	1	0	0	2	7	1	2	10	21	8	6	20	55	0	0	23	23				
NO	7	2	2	12	23	0	1	23	24	8	3	4	21	36	2	0	19	21	0	0	0	36	21	0	57	34	18	25	135	212	3	4	97	104				
Hou	2	7	3	11	23	1	0	9	10	1	6	2	9	18	0	0	10	10	0	0	0	18	10	0	28	15	41	10	25	91	7	1	44	52				
Wil.	1	1	0	2	4	0	0	1	1	3	0	1	1	5	0	0	0	0	0	0	5	0	0	5	3	3	3	8	17	0	0	8	8					
SF	4	2	1	5	12	1	0	4	5	5	3	0	9	17	0	1	6	7	0	1	3	4	17	7	4	28	14	9	6	29	58	1	1	11	13			
Sea	3	0	1	1	5	2	1	5	8	6	0	3	9	18	1	0	9	10	0	0	3	3	18	10														

The Big One



Seafarer Dimitri Bartoi flashes the largest SIU vacation check to date—for \$1,508.73—after he received it in New York for a long trip on the Ames Victory.

Maritime Attorney Hits Gov't 'Secrecy'

Same Old Ship Issues Remain—MA

WASHINGTON—Donald W. Alexander, who stepped down on October 31 as head of the Maritime Administration, has stated he is "very gratified in the progress that has been made in the agency" since he took over in September, 1961 although he admits that just about the same problems he faced when taking over two years ago still exist to this day.

Robert Giles, former MA General Counsel, took over as acting Maritime Administrator on November 1.

US shipping is still facing the same problems, Alexander conceded, as when he was first appointed to head the MA by President Kennedy.

- The fact that more shippers do not specify US-flag ships—which he termed the number-one problem and expects to continue.

- The need to upgrade the US-flag fleet through both a subsidized replacement program, other new construction and the installation of more modern equipment on present vessels.

- Improved labor-management relations and upgrading of both the domestic and tramp fleets.

Alexander does not consider the subsidized portion of the US merchant marine a problem. The present subsidized replacement program of about 17 vessels a year is "fundamentally sound," he stated, and is a program that will give the shipyards work on a "regularly sustained basis with no peaks or valleys."

Many, including Naval authorities and some of Alexander's predecessors, however, feel that the 17-a-year replacement figure is too low to avoid the bloc obsolescence of large portions of the subsidized fleet.

Meanwhile, the MA and the Federal Maritime Commission have been attacked as being "among the most secretive" agencies in Washington, "with little or no na-

tional defense or foreign policy justification for their secrecy."

Testifying before a Senate subcommittee on administrative practice and procedure, a maritime attorney stated that there has been "no appreciable change" in the activities of the MA and FMC since they were reconstituted as separate agencies in 1961, and that they operate "behind a wall of secrecy that is much too high."

Testimony is being taken on a

Senate bill which would force Government agencies to disclose more information. The reasons for the practice of a high degree of secrecy by the MA and FMC was attributed to the hope of avoiding "controversy" and the opportunity secrecy grants for an agency to "withhold the basis for its decision and affords a much freer hand to decide future questions... without having to reconcile its present with its past actions."

US Agencies Again Weigh Ship Aid For SIU Fleets

WASHINGTON—Applications by three SIU companies for Government assistance in their foreign trade operations are beginning to show signs of life again.

The operating-differential subsidy that SIU-contracted Waterman Steamship has been seeking since 1957 may be contracted with the Maritime Administration within the next six months, according to an exchange of correspondence between the company and US shipping officials.

In addition, Isthmian's revised application for subsidy is active once more. A deadline of Monday, November 18, has been set for

comments by interested parties on the company's updated application.

Isthmian applied originally in 1956 and, at a point in 1960, the old Federal Maritime Board had approved its application. But further negotiations on the company's bid bogged down. In addition, the original traffic data for 1955-56 on which the old application was based no longer applies.

Approved In 1960

Waterman had a similar experience, when a final ruling on its subsidy bid was held up by various court proceedings. Its application was also approved by the old FMB in 1960.

The company's current optimism regarding Government aid came out in the course of correspondence explaining why Waterman had intervened in subsidy proceedings involving SIU-contracted Bloomfield Steamship and several other lines.

Seeks Additional Aid

Bloomfield, which is already subsidized on Trade Route 21 (US Gulf/United Kingdom and Northern Europe), is seeking to expand its subsidized operations to TR 13 (US Gulf/Mediterranean) and TR 22 (US Gulf-Far East). Waterman's unsubsidized operation on TR 22 was temporarily suspended earlier this year pending final action on its subsidy plea.

A formal date of February 18 has been scheduled on the Bloomfield application. An informal hearing was held last month.

SIU CONTRACT DEPARTMENT



By Robert A. Matthews, SIU Vice-President, Contracts & Contract Enforcement

(This column will be a regular feature of the SEAFARERS LOG to deal with contract matters and job issues in the SIU and maritime that develop from time to time. Seafarers are urged to write directly to the SIU Contract Department at headquarters regarding any comments or suggestions on these issues.)

New Clarifications Reached With SIU Operators

On Wednesday, October 30, this Department, which also serves as the headquarters Contract Clarification Committee, met with the Contract Clarification Committee representing the operators. Agreement was reached on the following subjects:

- (1) **DAY FOR DAY PAY.** It was agreed that day for day pay will be paid on all ships on coastwise voyages, nearby foreign voyages, domestic articles or payrolls or on harbor payrolls, rather than on a monthly basis. This is to be effective regardless of the length of articles, if any. This means also that crewmembers shall be paid day for day on all ships from the time foreign articles are terminated and until the next foreign articles are signed.
- (2) **SAND BLASTING WITH PORTABLE EQUIPMENT.** It was agreed that when members of the unlicensed personnel are required to use portable sand-blasting equipment, they shall be paid for such work at the regular overtime rate during straight time hours and at the rate of time-and-one-half the overtime rate during overtime hours. When the sand-blasting equipment is being used, two men shall operate the equipment and both men shall receive overtime. Rigging up for sand-blasting, securing the equipment after sand-blasting and sweeping up sand after sand-blasting shall not be considered overtime during straight time hours.
- (3) **MEN ENTERING ENGINE CASINGS ON MOTOR VESSELS.** It was agreed that any unlicensed crewmember who is required to enter engine casings on motor vessels shall be entitled to overtime. This was agreed to previously but was never inserted in the freightship agreement. It is, however, in the tanker contract.

The above clarifications are being

put into formal clarification language and copies will be sent to all ports for the guidance of port officials and the membership.

Letter Of Clarification

BREAKING WATCHES. Some time ago, we received a letter from R. Wendell, delegate on the SS Robin Gray, who presented the following question:

Question: "We arrived here in Trinidad to load cargo on the night of May 15, 1963 around 10:30 PM. We anchored to await the pilot. The ship shifted from the anchorage when the pilot came and upon anchoring at the inner anchorage the mate broke watch. The vessel did not pass quarantine until the morning of May 16, 1963. This is also our loading berth."

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

Reference: Article II, Section 34 (a) and (b) of the Standard Freightship Agreement, which reads as follows: "PORT TIME. For the purpose of applying port overtime provisions of this agreement 'port time' or the words 'in port' shall be defined to mean the following: "COMMENCEMENT OF PORT-TIME. (a) From the time a vessel is properly secured to a dock, buoy or dolphins for the purpose of loading and/or discharging cargo, ballast, passengers or mail; undergoing repairs; taking on fuel, water or stores; fumigation, lay-up; awaiting orders or berth, except when a vessel is moored or anchored in or outside the Port of San Pedro for the purpose of taking on bunkers.

"(b) From the time the vessel is properly moored or anchored for the purpose of loading and/or discharging cargo, ballast, passengers, or mail; undergoing repairs; taking on fuel, water or stores; fumigation, lay-up awaiting orders or berth."

Although we answered this letter some time ago, the question is timely because the same problem arises often.

Office Workers Open New Wall St. Drive

NEW YORK—The strains of "What Kind of Fool Am I" echoed through Wall Street recently, as Office Employees Local 153 launched an organizing campaign to bring the financial district's white collar workers under the union banner.

Workers out for a noonday stroll crowded around a platform set up by the OEIU at the center of the bustling financial district. Singer Johnny Desmond and a 12-piece band entertained the estimated 20,000 listeners with music and song.

In addressing the crowd, OEIU President Howard Coughlin emphasized that with the coming of automation in brokerage houses, the white collar employees were becoming more and more expendable and in need of union protection to assure some form of job security.

Discontent over Wall Street employment practices was dramatically demonstrated in 1948, when employees pulled the first and only strike in the 171-year-history of the New York Stock Exchange. Seafarers and members of the Sailors Union of the Pacific, along with representatives of as many as 50 other unions, manned picket-lines in support of a strike by the United Financial Employees in its attempt to bring union conditions to Wall Street.

The strike was marked by repeated instances of police brutality and attacks upon both male and female pickets, including many Seafarers and SIU men who joined in a mass demonstration on the second day of the walkout.

An SIU film titled "The Battle of Wall Street," which was produced and distributed at the time, is still in popular demand by many and used by many unions to assist in trade union education and or-

ganizing in several fields. Many of the facilities of the SIU's old headquarters at 51 Beaver Street, in the financial district, were used to assist and feed the 1948 strikers.

The 15 years that have elapsed since the 1948 strike have brought increasing problems to Wall Street workers. Automation has made many jobs obsolete and only limited provisions exist for many employees' health care and retirement.

Local 153 already claims a membership of over 2,000 employees of the New York, American and Cotton Exchanges.



Addressing noontime crowd in New York's financial district, Howard Coughlin, president of the AFL-CIO Office Employees International Union, kicks off new union drive to sign up Wall Street workers.

IN THE HOSPITAL? CALL SIU HALL IMMEDIATELY!

SIUNA Transport Union Adds Detroit Taxi Local



Charter ceremony for Detroit drivers' local concluded with a three-way handshake involving (l-r) Ernest Berry, secretary-treasurer of the City Cab drivers' group, TSAW President Dominic Abata and Fred Ford, president of the newly-affiliated City Cab unit.

New Bedford Eyes US Aid On Fish Pier

NEW BEDFORD, Mass.—The Federal Government has given its support to the construction of the new South Terminal fish pier project here by committing a total of \$5.3 million for its construction.

The project became eligible for Federal funds when the Urban Renewal Administration gave permission to tie the fish pier project to this city's overall renewal project. This was the first time that a project of this type—a fish terminal—has qualified for URA aid.

Cost Of \$9.9 Million

Estimated cost of the entire city renewal project, in addition to the fish terminal, is \$9.9 million.

The New Bedford Redevelopment Authority has been one of the leading forces behind the urban renewal project that now includes the fish pier. Howard W. Nickerson, on leave from his post as secretary-treasurer of the SIU-affiliated New Bedford Fishermen's Union, is serving as a member of the Authority.

Start Is Months Away

A start on the renewal project, beginning with the fish pier construction, is several months away, according to Mayor Edward Harrington. Before any work begins, the Redevelopment Authority must file a survey and planning application with the URA for approval.

New Bedford is one of the oldest US fishing centers still active, and was the major American whaling port during the 19th century. Promotion efforts by the NBFU have been credited with helping to keep the fish industry here alive.

DETROIT—The SIUNA Transportation Services & Allied Workers is still expanding here, as 200 members of the City Cab Drivers Association voted last month to affiliate with the TSAW. The membership gain is the second one in this city made over Teamster opposition, since the TSAW won a National Labor Relations Board win among workers at Checker Cab garages last year.

TSAW President Dominic Abata presented the latest charter to Fred Ford, president of the newly-affiliated City Cab local, which will be known as Local 11.

The previously-unaffiliated taxi workers had voted 100 to 59 for the City Cab Drivers' unit in a National Labor Relations Board election on August 14. The victory followed a year-long fight which paralleled SIU-TSAW activities in the Checker Cab fleet. Federal court action finally allowed the drivers for the City Cab Company to proceed with the NLRB-ordered balloting.

About the only disruptive note in the entire organizing campaign was thrown in gratis by Teamsters Local 902, which circulated leaflets shortly before the balloting to urge a "no union" vote. The Hoffa union did not appear on the ballot nor had it ever represented the City Cab drivers.

The TSAW has been expanding steadily since the SIUNA established the new transportation workers organization in January, 1962, covering some 6,000 Chicago drivers and garage workers who had previously quit the Teamsters.

Last month, the Western States TSAW scored its first election win over Hoffa's Teamsters in balloting at the A. S. Mason General Oilfield Transportation Company at Bakersfield, Calif.

In a separate development, the Communications Equipment Workers of America, an independent organization, also defeated

the Teamsters in runoff balloting to see who would represent some 4,500 workers at the Western Electric plant in Baltimore.

The CEWA had voted down the Teamsters earlier, but the margin of victory—only 22 votes—was not enough for a majority.

Last January, one of the biggest attempts by Hoffa to raid an AFL-CIO union was turned into a full-scale rout when some 17,000 Western Electric Installers voted 3-1 to snub the Teamsters in nationwide NLRB balloting. The AFL-CIO Communications Workers of America won the voting by a count of 11,388 to 4,000.

Labor Revolt Hits Castro

WASHINGTON—A rebellion among Cuba's Communist-controlled labor unions seems to have hit the Castro forces even harder than Hurricane Flora. Reports received from inside the island country by the "Citizens Committee for a Free Cuba" confirmed the developments.

On September 11, workers in the second largest union of Cuba, the Heavy Equipment Workers of the Construction Union, composed of 125,000 members, directly challenged Communist labor leaders in an attempt to loosen their shackles on labor.

Meeting in the National Labor Palace in Havana they protested Communist labor tactics so sharply that the meeting was thrown into confusion, and Communist labor leader Lazaro Pena was unable to control it. Chanting "We are hungry! We want freedom! We want work!" the union members rammed through motions demanding improved work rules.

Stunned by this assertion of independence on the part of a "tame" union, controlled entirely by state-appointed Communist officials at every level, CTC (Cuban Confederation of Labor) Secretary General Lazaro Pena began a sweeping purge in the Heavy Equipment Workers Union.

It was not until September 17 that he felt strong enough to move. He told a meeting that the action of the union was "due to confusionism and erroneous and incorrect interpretations by elements interested in downgrading the conduct and goals of the Cuban proletariat."

On September 19 Pena moved strongly against the union. He called a meeting of 200 hand-picked persons "to clarify the content of the resolutions of the National Council of Construction

SOCIAL SECURITY REPORT

Joseph Volpian, Social Security Director

Hospital Cost Study Shows Rise

Though it's certainly no surprise to anyone who's been hospitalized lately, the average cost for each day a patient spends in the hospital has increased from \$18.35 in 1952 to \$36.83 in 1962, according to the American Hospital Association. The total expense of an "average" stay in the hospital, amounting to slightly more than a week, jumped in the same period from \$148 to \$279.

These figures are based on reports by non-Federal, short-term general hospitals which admit patients with all types of illnesses or injuries.

All together, these short-term general and special hospitals amount to 79 percent of the health care institutions in the United States and account for 92 percent of all admissions. However, they contain only 40 percent of the total number of beds, according to the AHA, which explains the crowding and waiting lists for hospital admissions.

Last year, all hospitals registered with the Association spent \$10.1 billion to provide care for 26.5 million patients. The comparable 1961 expenditures were \$9.3 billion and the number of patients topped 25.4 million.

It's an easy matter for the AHA and other agencies to blame labor costs for hospital personnel for the rise in hospital costs for patients—and this of course is what they do. The Association's figures quoted in an American Medical Association publication are that "hospital labor costs have increased more than 333 percent since 1946," which is six years more than the period covered in the patient cost study. The AHA also says that non-labor costs have risen slightly more than 200 percent, though the same story doesn't mention the period involved.

We can assume that the hospital group's figures are accurate when it says that there are 237 employees for every 100 patients in a short-term general hospital, but this is a kind of loaded figure. You have only to consider that many hospitals in the past few years have finally gone on a three-watch system, like Seafarers have aboard ship, and that a hospital is a 24-hour business just like a ship is.

Each 100 patients has to have a certain number of nurses, technicians, sanitary aides and supervisors available to them for each 8 hours of a 24-hour day. So while the same 100 patients are in the hospital for a given 24-hour period, there are three changes of shifts during the same day to provide necessary care for these patients.

In other areas of the report on the health situation involving the US public, it was pointed out that nearly 100 million persons used outpatient facilities in all AHA-registered hospitals last year. And while hospitals have mostly shown increases in their various services, the number of new births in hospitals dropped from 3.9 million in 1961 to 2.8 million last year, which reflects the generally-declining national birthrate in the US.

(Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)

Workers."

As a result of the labor rebellion, the Citizens Committee, which includes SIUNA President Paul Hall, says the Castro regime is now forcing workers to fill out questionnaires reporting their daily movements, from the time they rise in the morning until they go to bed. They are required to name people

they associated with during the day.

Authorities in Cuba look upon the labor rebellion as comparable to the opposition of agricultural workers, whose passive resistance and sabotage led to a 1963 sugar crop of less than one-half of the 1961 production.

And this was before Flora hit the island.

SIU Bosun Has A Sideline



Improvised "jam session" at the Port O' Call in SIU headquarters features Seafarer Tom Laurents, bosun, on the guitar. Onlookers Jimmy Ray (left) and Louis Stieffert watch approvingly as Laurents shows his strumming style.

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

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RESCUE!

FOUR escapees from Castro's Cuba, fleeing the Caribbean island in two small boats, had the good fortune to meet up with the SIU-manned Seatrain Georgia off the Florida keys recently, after four other merchant ships in the area had failed to see their signals.

The sharp eyes of the Georgia's 3rd mate sighted the two small craft after they had run out of fuel and were being buffeted by 30-mile-an-hour winds. SIU steward Robert Hannibal served as translator for two hours while all hands waited for a Coast Guard boat to come out and tow the Cubans to freedom. Seafarer Andy Lavezoli, ship's delegate, provided the pictures.



At rail, Seafarers Philip Sarkus, QM, and steward Bob Hannibal watch maneuvering.

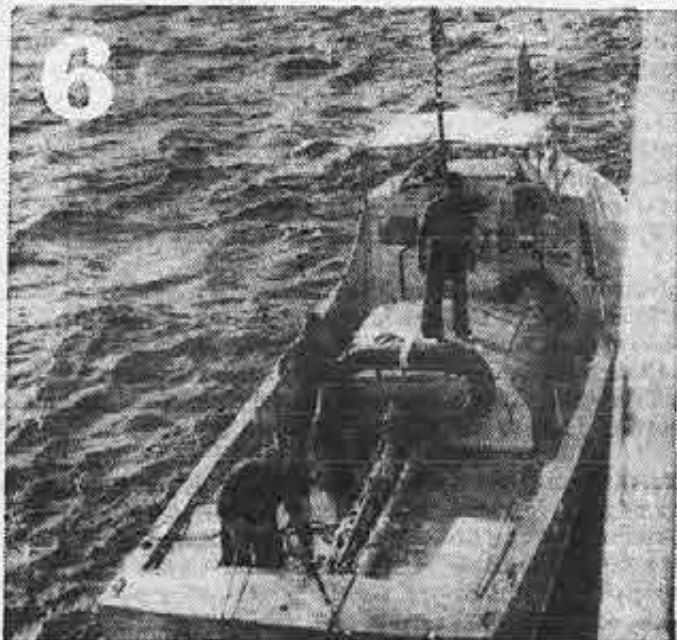


Cameraman A. Lavezoli pictures Z. Ching, AB (right), among those checking action in the water below.

Drifting helplessly (1), four men fleeing Cuba in two boats come alongside as SIU crew watches (2).



Aboard the Georgia, one of the rescued Cubans smiles in relief (5). Ship provided food, smokes and clothes while radio contact was made with Coast Guard.



Coast Guard boat from Key West (6) came alongside Georgia within two hours of radio call.



Heading for Key West and freedom, Cubans wave thanks for Georgia's help.

SIU Vessel Hauls Record CARE Cargo

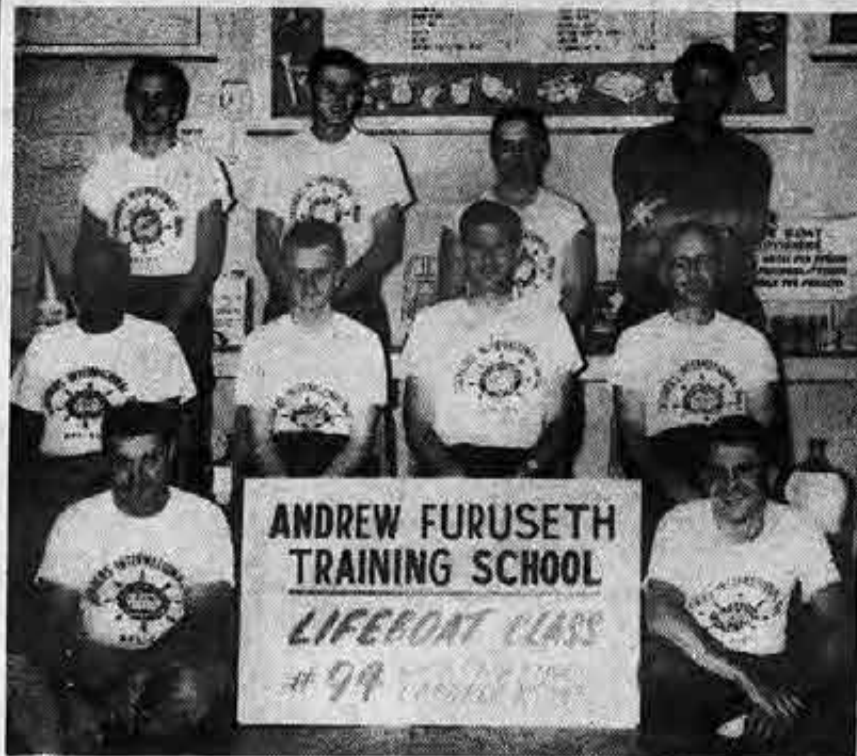
NEW ORLEANS—An SIU-contracted ship, the Jian, left here last week bound for Algeria with the largest individual food shipment ever made by CARE.

The Jian (Pacific Seafarers) sailed to North Africa with a total of 10,047 metric tons of CARE wheat in her holds. The relief organization had previously shipped its cargoes in "parcel" lots on liners.

The shipment is the first of 262 million pounds CARE plans to distribute in a year to the victims of the Algerian civil war. The contract signed last July between CARE and Algeria also calls for the distribution of butter, oil and milk powder.

The charter to Pacific Seafarers calls for the ship to discharge its cargo at four Algerian ports. The first stop is due to be Oran on November 20. CARE is the post-war organization whose full name is the "Cooperative for American Relief Everywhere."

Perfect Score For SIU Lifeboatmen



Class No. 94 for SIU lifeboatmen's training school in New York gathered for traditional photo after all received new Coast Guard lifeboat tickets. Pictured (front, l-r) are Earl Bennett, Ronald Christian; middle, Saleh M. Hirabi, Thomas O'Rourke, Richard Groening, John Davis; rear, Bill DeStacy, Ira Goldberg, John Fulling, and instructor Arne Bjornsson.

SIU SAFETY DEPARTMENT



Joe Algina, Safety Director

Cleaning Agents Have Specific Jobs

In their constant battle with household germs, more and more housewives are reportedly falling victim to a peculiar type of accident. The same thing can apply on any ship if improper care is taken. Two examples are outlined in a recent "Greater New York Safety Council Newsletter."

Two housewives were starting to work on a household job in separate locations but under similar circumstances. They were using an ordinary toilet bowl cleaner. Dissatisfied with the way it was removing stains, each decided to add a household bleach to aid the cleaning action, stirring the mixture with a brush. The results were disastrous. One woman died quickly, while the other spent a long time in the hospital.

In another example, this time from a Government medical newsletter, 20 people were overcome by toxic gases released from a homebrew concoction of a cleaner, chlorine bleach and ammonia.

What occurred in each of these cases was the generation of a poisonous gas when the users decided to combine two or more cleaning agents in general use and found in most homes. Each is perfectly safe to use by itself. But the addition of the old familiar chlorine bleach to an acid or acid-producing material like toilet bowl cleanser or just plain vinegar, will quickly release a quantity of toxic chlorine gas.

In the same manner, when chlorine bleach is mixed with other alkaline matter, as in cleaning agents containing ammonia or lye, the chemical action produces a highly irritating gas. Inhaled into the lungs, these fumes can cause serious injury and possible death.

Accidents of this type are not restricted to the kitchen and bathroom, but are happening increasingly in other areas of family activity. Such accidents have been noted, for example, during the cleaning of the home swimming pool and the treatment of the water.

It is foolish to assume that because certain household products are good and useful, a combination of them will do a better job. The commercial cleaners available on the market have already been blended with great care for the best possible action. Mixing your own "witches brew" will probably prove a waste of time and effort, by producing poorer results. One product will simply dilute or neutralize the other, and may even lead to terrible disaster as in the cases cited.

Stick to the safe rule—read the label carefully and follow the manufacturer's directions exactly. Never mix bleaching agents with toilet bowl cleansers, ammonia, lye, rust remover, vinegar, oven cleaner, or any other cleaning compound. Keep in mind that modern scouring powders often contain chlorine bleach.

In general it is economically wasteful to use chlorine bleach in toilet bowls, sinks and bathtubs anyway, because in time, it will dull and roughen the fine smooth porcelain surface and ruin its looks and utility.

(Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)

Senate Bills Propose US Aid

HEARINGS SET ON DOMESTIC SHIPS

WASHINGTON—Hearings on two legislative proposals that could mean a long-awaited breakthrough in Government aid for the US domestic shipping fleet have been scheduled late this month by the Senate Merchant Marine and Fisheries Subcommittee.

The hearings to be conducted on November 25-26 will explore a pair of bills offered by Sen. E. L. (Bob) Bartlett (D-Alaska) which would provide US subsidy aid for new construction either here or abroad for the domestic trades.

One of the bills (S. 1773), would call for a direct subsidy on construction of new vessels for domestic operations. Under the terms of this proposal, construction subsidy would be provided in a range from 33 1/3 to 55 percent. In the case of reconstruction or conversion, the subsidy could go as high as 60 percent.

The second proposed bill (S. 1774), would allow construction in foreign yards, if common carriers in the domestic trades are denied direct subsidy or if no action is taken by the Secretary of Commerce on such applications within six months.

Both bills were introduced last June and would extend the construction subsidy to vessels to be operated on the Great Lakes, and in the coastwise and the inter-coastal trades. Under present law, ships in the domestic trades must be built in the US and manned by American seamen.

The new proposals by Sen. Bartlett would offer an opportunity to upgrade the domestic fleet generally and also help with the problem of Pacific Coast lumber growers who are active in a bid for amendment of the Jones Act so that foreign vessels can enter the US domestic trades with no strings attached.

Sen. Maurine Neuberger (D-Ore.) was the sponsor of the 1962 amendment which opened the US domestic trade to foreign-flag ships for the first time and allowed these vessels to move lumber from the Pacific Northwest to Puerto Rico for a one-year period.

A bill to extend the waiver provision indefinitely with no provision for American-flag participation in the trade has been introduced by Sen. Warren Magnuson (D-Wash.), and has been approved for a two-year-period by the Senate Commerce Committee, which Magnuson heads. It still must pass the Senate and the House before it can become law. The original Jones Act waiver law expired October 23.

proved for a one-year-period. The original Jones Act waiver law expired October 23.

proved for a two-year-period by the Senate Commerce Committee, which Magnuson heads. It still must pass the Senate and the House before it can become law. The original Jones Act waiver law expired October 23.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margolius

Business Loves Those Teen-Agers

Businessmen love the country's currently huge group of teen-agers. The youngsters are a big market and big spenders. They have more money in their pockets nowadays (from both parents and jobs). They get married earlier. They always have been clothing faddists but now they are more fashion-conscious than ever.

Most of all, they use more toiletries and cosmetics—everything from hair spray to eye make-up, and there is abundant use of hair dressings by the boys. Television is the chief influence now—note those bouffant hair styles.

Not long ago teen-age girls used very little cosmetics until they were 17 or so. Now, they more often start at 14, even smaller. A survey by "Seventeen" magazine, which reigns profitably over the huge group of avid spenders, found that while the country's 10 million teen-age girls still comprise only 10 percent of the population, they do 25 percent of the buying of all cosmetics and toiletries.

But cosmetics are only part of the modern teen-age spending. Auto manufacturers nowadays beam much of their advertising at teen-agers, and again are emphasizing horsepower and speed in ads. The youngsters not only are among the chief buyers of used cars but influence their families' choices. Clothing manufacturers also slant more of their ads to the teen-agers. Furniture manufacturers increasingly appeal to teen-age girls because of the high rate of teen-age marriages. About half the girls marry today while still in their teens. In fact, about one out of seven of today's mothers are youngsters still in their teens.

Teen-agers also have become the mainstay of the record and music business. Liquor distillers and brewers avoid advertising directly to teen-agers, and cigarette manufacturers this year quit advertising in college newspapers. But teen-agers both drink and smoke earlier nowadays.

A study of teen drinking in one Eastern and two Midwest states shows that three out of five kids aged 14 to 18 admit to drinking alcoholic beverages, with or without parental consent. "Scholastic Magazine's" Youth Letter reports. The most immediate danger is reckless driving. But the further danger is that "social dependence on alcohol at an early age can more readily lead to alcoholism," as medical men and psychologists say.

Cosmetics and toiletries manufacturers have leaned heavily on television to develop teen-agers' present high expenditures on their products. Just one manufacturer, the Alberto-Culver Company, is reported to be spending \$30 million this year on television—more than such huge corporations as GE, Ford or US Steel spend.

Alberto-Culver, which sells VO-5 dressing and other products of

that type, actually spends on advertising 20 cents of every dollar you pay for such products; more than it costs to manufacture them. As an example of the drain on family money, in seven years Alberto-Culver sales have spiraled from less than half a million dollars a year, to \$57 million a year. Nor is Alberto-Culver the biggest manufacturer of toiletries; it is simply the one with the most dramatic, TV-based rise.

This situation may represent two perils for your own family. One is the diversion of money from such more-basic and much-wanted goals as educating the family's children. Another is that when the youngsters get married, they know relatively little about handling money and encounter serious problems. We have reported several times that the majority of today's wage-earner bankruptcies are the younger families.

The youngsters themselves often realize their lack of economic education and would like to have more of it. A survey by the Cornell University Department of Home Economics, in New York State, found that the 14- to 16-year-old youngsters reported that "surprisingly few" parents explained money matters to them. The majority felt their parents should let them sit in on discussions of expenses. "Parents may be overlooking a real opportunity to teach wise money management," commented Ruth Pestle of Cornell.

Eugene E. Gilbert, perhaps the country's leading researcher on teen-age attitudes, has told this department that over and over again, his surveys find there is no real communication between family and teen-ager. The youngsters want to talk to their parents, but generally go elsewhere.

One of the most-effective ways to train teen-agers in handling money is to help them plan or budget in advance how they will spend their money.

But while the home may be the major strategic influence in teaching teen-agers how to handle money, and to avoid the trap of the heavy advertising now aimed at them, what they learn in school is important too.

A survey by the Ohio Experiment Station of 150 young married couples, found that while the husbands usually felt confident of their vocational ability, many of the wives felt they lacked training in money management and housekeeping methods. Significantly, most of the husbands had had some job training in school or college, but relatively few of the young wives had training in school in home management subjects.

Most urgently, the youngsters need guidance in buying toiletries, cosmetics and shampoos without overpaying, especially in comparing the TV-advertised products with the private-brands sold at lower prices by many retailers, and the lower-priced national brands like Ponds, Jergens, Lady Esther and Woodbury.





The first of many pension checks for \$150 monthly is presented to retiring SIU oldtimer John J. Cook at headquarters (above) as Mrs. Cook looks on. Welfare rep. John Dwyer made the presentation to Cook, and also to oldtimer Antonio Infante (right). Both retired on disability pensions.

Six More Seafarers Retire On Pensions



Six more veteran Seafarers have been named by the joint SIU-shipowner panel of trustees for the retirement program to receive \$150 per month for life in Union pension benefits. All six are retiring on disability pensions because they are no longer able to work.

The latest additions to the pension roster brings the total number of men retired on pensions in 1963 to 93. The list is expected to reach well over 100 before the year is up.

Among the oldtimers retiring on disability pensions are: Antonio Infante, 64; Raymond J. Reddick, 60; Joe Ramos, 63; August A. Smith, 67; Edward Boyd, 60, and John J. Cook, 65. All of them shipped in the deck department except Infante, a long-time member of the black gang, who switched to the steward department last year.

Infante began sailing with the SIU out of New York in 1941. A native of Puerto Rico, he makes his home in Jersey City, NJ, with his wife Josephine. His last ship was the Jian (Pacific Seafarers).



Reddick

Ramos

Since 1939 Signing off his last ship, the Andrew Jackson (Waterman), to spend his retirement in Jacksonville, Reddick completed time with the SIU dating back to 1939. A native of Dunnellon, Fla., he has a brother, Frank, living in Savannah.

Ramos, a native of the Philippines, has been sailing with the

SIU since 1942, and makes his home in Springfield Gardens, NY, with his wife Andrela. He last signed off the Steel Traveler (Isthmian).

Smith lists his home port as Baltimore and has sailed on SIU-contracted vessels since 1944. His last ship was the Southampton (Bull). He's a native of Illinois and lists a sister there, Mrs. Grace E. Buckles, of Mt. Pulaski, as next of kin.

Retires To New Orleans The Del Valle (Delta) was Boyd's last ship, ending an SIU sailing career which dates back to 1939. He's expected to make his home in New Orleans. A native of Mobile, he has a daughter in Montgomery, Ala.

Going into retirement after sailing with the SIU since 1943, Cook will live in New York City with his wife Catherine. He's a native



Smith

Boyd

of Pennsylvania and last shipped on the Azalea City (Sea-Land).

(Ed. note: A report in the last issue of the LOG that Seafarer Bozo Zelencic was retiring on a disability pension was printed in error, due to a mix-up in records of pending pension applications. Zelencic was originally advised by the Pension Plan in August that he was not eligible for a pension.)

Report Due Nov. 26 In Rail Job Dispute

WASHINGTON—The first phase of the railroad work rules arbitration, under the special legislation adopted by Congress in August, was completed a few weeks ago. The final report on two major job issues involving train crews is due November 26.

It will mark the first time that a ruling based on compulsory arbitration has been handed down in peacetime.

Witnesses for the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen & Enginemen presented their case before the seven-man panel appointed by President Kennedy on why firemen should be retained on diesel engines. The carriers, with equal time, would like to wipe out some 25,000 fireman jobs.

Hearings have just ended on the crew complement issue, during which three of the train operating unions—the Brotherhood of Railroad Trainmen, Order of Railway Conductors & Brakemen and the Switchmen's Union of North America—presented their positions. When public hearings on the crew complement issue were not being held, the arbitration panel met in executive session on the question of the firemen.

A BLE spokesman, on the final

day of the fireman hearings, summed up the position of his union in this way:

• Locomotive engineers have a direct self-interest in the safety and efficiency of rail operations and the burden of the work.

• An important principle—the right of employees to negotiate wages, jobs and working conditions—is at stake.

• The BLE directly represents the firemen on the lines, and locomotive engineers have overlapping seniority with firemen—"a place to go" when jobs and traffic fluctuate.

The BFLE stressed the necessity for the firemen-helpers to maintain a lookout, to pass signals from ground crews to the engineer, to inspect and maintain train power plants and a number of other duties involving train safety.

The dispute arose when management sought to impose new work rules and eliminate some 32,000 jobs at one clip. The arbitration law was enacted to put off a strike deadline last August 29.

SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



Seat-Belts—A Life-Saving Bargain

For the price of an ordinary pair of shoes I recently purchased my son's life, according to Commander Harry A. Burns, USN, as reported in the "Navy Medical News Letter." No shoes were actually involved; this is merely a comparative way of indicating the cost of one seat belt installed in his newly-purchased (now completely demolished) station wagon.

On a quiet summer night, his 17-year-old son and a companion were returning home. As the car crossed railroad tracks which were unguarded by warning lights or cross-bars, it was struck by a train. The companion was hurled from the car and killed instantly. Burns' son was injured but, by virtue of his seat belt, survived.

One investigator reported: "This is my job. I've seen a lot of demolished autos, but this is the most. It's amazing that anyone could have come out of it alive." A veteran police officer agreed with the foregoing and added: "The only thing intact in that car is the steering wheel."

The steering wheel would have been demolished too, save for the seat belt which kept his son's chest away from it.

God willing, his son will soon go to college and into a new world of opportunity. Neither his mother nor his father will ever forget how close he came to having this chance. With all sincerity, they remind you: Do More Than Think About Seat Belts For Your Car. Buy Them. And When You Buy Them, Wear Them.

For the price of a pair of shoes, he bought his son's life. It was the biggest bargain he ever got.

Every year well over 100,000 people are killed on the roads of the world, according to the "Chronicle" of the World Health Organization. The tragedy of road accidents is that they involve particularly the young and adventurous, taking their highest toll among males between 15 and 30 years of age.

Thus, as well as causing per-

sonal suffering and bereavement, road casualties represent a serious loss to the community. How many of these people could be saved if they too bought a bargain?

(Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)

DIGEST OF SIU MEMBERSHIP MEETINGS

MOBILE, September 11—Chairman, Lindsey J. Williams; Secretary, Louis Nelra; Reading Clerk, Robert Jordan. Minutes of previous meetings in all ports were accepted. Port Agent reported on shipping, grain storage ship and State Dock tugs. Report accepted. Report of the President for August was accepted. Communication from Secretary-Treasurer regarding the need to elect the quarterly financial committee was referred to new business. Auditor's reports presented and carried. E. J. Lynch elected to quarterly financial committee under new business. Total present: 152.

NEW YORK, October 7—Chairman, Earl Shepard; Secretary, Robert Matthews; Reading Clerk, William Hall. Minutes of previous port meetings accepted. Executive Board minutes of September 25 presented and read. Port Agent reported on shipping, performers, money due from various companies. Report accepted. President's report on MTD meeting, Canada beef, AFL-CIO and maritime union meetings, organizing and training was accepted. Report on contracts and constitution covering various contractual matters was presented. All ship's delegates urged to follow some procedure of forwarding repair lists before leaving their last foreign port and returning to the States. Report accepted. Organizing report covering several new vessels was accepted. Secretary-Treasurer's report on new Norfolk building, quarterly financial committee, Bull Line and other financial matters was presented and accepted. Welfare services report presented. Quarterly financial committee's report presented and accepted. Meeting excuses referred to dispatcher. Auditor's reports carried. Discussion in good and welfare on safety meetings aboard tankers. Total present: 310.

Fish Center May Shift To Brooklyn

NEW YORK—Plans are in the works that may move the Fulton Fish Market from its traditional place in downtown Manhattan across the river to Brooklyn, according to Markets Commissioner Albert Facetta.

There are several sites being considered for the market, among them the Brooklyn waterfront location between the Williamsburg Bridge and Newton Creek.

Move Urged By Firm

Relocation of the fish market has been urged in the preliminary report of a study made by a private engineering firm hired by the city to survey and report on new market sites. The report urges construction of a new fish market, away from downtown Manhattan, at an estimated cost of \$15 million.

The Fulton Fish Market was first established as a retail market before the Civil War, in 1821. It's not much different now than it was then except that much of the fish comes in by truck nowadays instead of by boat. Less than seven percent of the merchandise comes in by boat today, most of it handled by members of the SIU-affiliated Atlantic Fishermen's Union.

Although the market covers only about a four-block area at Fulton and South Streets it is possibly the largest wholesale fish center in the world.

Shipping Rules

The shipping rules established under the agreement between the SIU and its contracted operators clearly provide, as a part of the shipping procedure, that no seaman shall register for shipping in more than one port at the same time and that shipping cards issued in one port shall not be honored in any other port. Seafarers are again reminded that these provisions are designed to assure a fair and equitable procedure for filling jobs on SIU-contracted vessels. Any infractions of these rules should be reported to the Contract Department at headquarters.

US Sues 'Work' Unit —Skirted Labor Law

WASHINGTON—The US Labor Department has asked a Federal court to compel the "National Right-to-Work Committee" to register as a management consultant and to disclose details of services it has provided to employers.

Labor Secretary W. Willard Wirtz charged that the "work" committee is violating the Landrum-Griffin Act by refusing to file the disclosure report required from consultants and other "middlemen"

used by employers to influence workers in matters dealing with organizing or collective bargaining.

It was an employer's own listing of the National Right to Work Committee on a disclosure report which led to the investigation and court action against the committee.

The Virginia-Carolina Chemical Corp., in a routine report of its use of outsiders in the months preceding a 1960 union representation election at its Polk County, Fla., plant, disclosed that it had paid the expenses of W. T. Harrison, who was then president of the National Right to Work Committee, to address a picnic and barbecue the company held "for all its white employees."

Harrison's speech, the Bureau of Labor-Management Reports indicated after an investigation, included a general attack on unions and the "power of labor bosses" and was designed to influence the decision of employees on the question of organizing and collective bargaining.

Harrison, a former accounting clerk with the Louisville & Nashville Railroad who was expelled by his union, has made a career of fighting for compulsory open shop laws. After leaving the National Right to Work Committee in 1961, he became associated with an assortment of similar groups including the Council for Industrial Freedom in Indiana, the National Labor-Management Foundation in Chicago and, most recently, a new group called the Kentucky Freedom to Work Council.

The National Right to Work Committee, meanwhile, announced that it will fight the attempt to force it to file Landrum-Griffin reports and accused the Administration of "harassment."

SF Elects Rep. Shelley As Mayor

SAN FRANCISCO — Labor-backed Congressman John F. (Jack) Shelley last week became the first Democrat to be elected Mayor of San Francisco in 55 years by beating out seven other candidates for the post.

Shelley had the endorsement and solid support of the Sailors Union of the Pacific and other labor groups. "With Shelley in office," Morris Weisberger, executive vice-president of the SIUNA and SUP secretary-treasurer, said, "San Francisco labor can expect a fair shake."

Weisberger was an active member of the "Labor Committee For Shelley" established several months before the election to assist Shelley in his mayoralty campaign. In supporting Shelley's candidacy, Weisberger declared that Shelley came from the ranks of labor and has always shown a deep concern for the problems of working men and women.

In another port city election, labor-backed Mayor James Tate, a Democrat, was reelected in Philadelphia.

Rep. Shelley, 58, is presently serving in the House where he is a member of the powerful Appropriations Committee. A long-time Californian, he was president of the California State Federation of Labor from 1947-50, and had served as president and then secretary of the San Francisco Labor Council from 1937-50. He first went to Congress in 1949 after being named in a special election and had been reelected every two years since then.

He's Taking A Trimming



On the beach at Baltimore, Seafarer Jacob R. Gnagy uses his time between hourly job calls to grab a quick haircut in the tonsorial parlor at the SIU hall. Barber John Battaglia is the man with the shears. Gnagy ships in the steward department as a 3rd cook.

SIU FOOD and SHIP SANITATION DEPARTMENT

CHIEF Wilson, Food and Ship Sanitation Director



Apples In Season; New Food Gadgets

This is a good time of the year for SIU stewards to consider apple dishes, in their many forms, for enlivening shipboard meals. Apples are fresh and plentiful at this time of the year and with the crop just in, prices seem to be very reasonable.

Apples are among the most versatile of fruits and can be served in many interesting ways. Your SIU Chief Steward's Manual lists several ways in which apples can be served, in pies, pastry, fresh and whole, in salads, as apple sauce and in many other forms of dessert. A little experimenting will certainly suggest many other forms where apples can be utilized for shipboard meals.

When taking fresh apples aboard ship, look out for signs of decay, brown squashy spots or overall softness. The best quality are ones of medium size, firm and bright in color. For storage purposes, apples are among the fruits considered moderately susceptible to freezing, with an average freezing point of 28.4° F., depending on the variety. The best temperature for storing apples is from 33° F. to 36° F.

In cooking apples, take care to preserve their food values. They should be cooked quickly in a small amount of water. The juice should always be served, because it contains nutrients and is appetizing.

↓ ↓ ↓

The revolution in food preservation and preparation which has already completely changed the shipboard eating habits of Seafarers is still underway, with the latest innovation announced recently by the New York Central Railroad. The Central has installed what it calls the only automatic restaurant car in the East.

The "Meal-A-Mat," as it is called, involves do-it-yourself cooking by hungry passengers with the aid of electronic ovens. After selecting his refrigerated meal from a vending machine, the passenger places it in the electronic oven and simply presses a button. In 10 seconds sandwiches are heated and in a little over two-and-a-half minutes a complete meal can be ready to eat.

There is already some talk of similar methods for feeding aboard ships of the future, so it will be interesting to see how this innovation works out.

↓ ↓ ↓

Another new device being developed for use ashore which may someday find its way into shipboard galleys is a self-cleaning oven, which could conceivably lead to more sanitary galleys while easing the workload of the steward department.

The revolutionary oven is reportedly now under development and testing by one of the largest appliance manufacturers. It uses intense heat of 880 to 900 degrees developed by the oven itself to burn off grease, food particles and all foreign elements from the interior surfaces. All that would be left after the cleaning process on a really dirty oven would be a small amount of fine ash to be brushed off the bottom of the oven.

Special insulation keeps the surface temperature of the oven down to that of normal ovens at all times, even while the high-temperature cleaning process is going on. A smoke eliminator or arrester comparable to an electronic air-purifier is built into the rear of the oven to clear the fumes given off during the burning process.

(Comments and suggestions are invited by this Department and can be submitted to this column in care of the SEAFARERS LOG.)

SIU Mans Newest 'Super'

BOSTON—The fourth super-tanker to join the SIU-contracted Victory Carriers fleet, the Mount Washington, completed her first trip this week, a coastwise voyage to Lake Charles and Beaumont to load 45,000 tons of oil and return to Atlantic ports.

The 46,000 deadweight-ton vessel, built at the East Boston yards of Bethlehem Steel, was crewed up by Seafarers at the end of October. This is approximately a year since a sistership,

the Montpelier Victory, took on an SIU crew here.

Building Program

Capable of carrying nearly 16 million gallons of mixed petroleum products, the big tanker is 736 feet in length. She draws 40 feet of water and has a beam of 102 feet. The tanker's 21,500-shaft-horsepower turbines drive her at 17½ knots with a capacity cargo.

All four of the almost-identical vessels are part of the construction program Victory Carriers was committed to as an outgrowth of a series of ship transfers in the heyday of the Government-approved ship transfer program. Fourteen ships were transferred out at the time.

Congress Questions

The Government's dealings with the Victory Carrier interests, owned by Greek shipowner Aristotle S. Onassis, came under fire in Congress last month. "Lavish hospitality" handed out to Mrs. Jacqueline Kennedy and US Undersecretary of Commerce Franklin D. Roosevelt Jr. on a cruise aboard Onassis' luxury yacht Christina, was scored by Rep. Oliver Bolton (R-Ohio).

Bolton questioned whether it was proper for Mrs. Kennedy and Roosevelt to accept this type of hospitality, contending that Onassis' interests have and con-

tinue to receive "favored treatment" from the US Government.

The furor developed while Mrs. Kennedy was making the yacht trip last month, and a Congressional inquiry brought out information that details about US shipping arrangements with Onassis were withheld until the trip was completed.

Besides the Montpelier Victory, the Victory Carriers fleet gained the Mount Vernon Victory in January, 1961, and the Monticello Victory just two years ago.

Each is operated by a separate subsidiary of Victory Carriers, such as the Mount Washington Tanker Company for the newest addition to the fleet. The Mount Washington made her first trip under charter to the Military Sea Transportation Service.

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK. Use of this address assures speedy transmission on all messages and faster service for the men involved.

MTD Ends Convention

(Continued from page 3)

were then locked out of their jobs and replaced with crews recruited through the CMU.

"As far as I am concerned," Meany said, "a strikebreaker is a strikebreaker, a scab is a scab, and it doesn't change it by putting a union label on it."

With respect to other maritime and general labor problems, the delegates:

- Urged termination of the bi-state Waterfront Commission in the Port of New York, the closing of the longshoremen's register and the return of hiring of longshoremen to the joint control of the International Longshoremen's Association and management.

- Opposed attempts to weaken the Communications Act of 1934 by permitting US-flag deep-sea vessels to sail without qualified licensed radio telegraph operators.

- Endorsed and urged immediate authorization of construction on the Rampart Dam in Yukon River, Alaska, as essential to the development of Alaska and as a project which would provide full-year employment for between 60,000 and 80,000 workers.

- So called on the Congress to provide increased appropriations for ship construction, conversion and repair, and the immediate initiation of a ship construction program to assure a minimum of 140 new merchant and naval vessels each year.

- Asked for Government leadership to effectuate a bold, far-reaching program to avert critical unemployment problems.

- Called on President Kennedy and the State Department to insure carrying out of the nation's tariff laws as a means of halting the dumping of foreign, low-priced merchandise, which has been threatening the employment of American workers.

- Urged continuation on all possible levels of the Department's fight to achieve the elimination of the runaway-flag problem.

- Condemned the flagrant violations of the 50-50 Act and demanded Government action to assure compliance with the law.

- Demanded that American vessels be employed in the shipment of grain cargoes to Communist nations.

The delegates urged support for printing trades union members and machinists who are on strike against the "Kingsport (Tenn.) Press" and recommended a complete boycott against the distillers of Old Fitzgerald, Cabin Still, Old Elk and W. L. Weller for their union-busting activities.

Among the speakers at the convention were W. Willard Wirtz, US Secretary of Labor; Frank Zorilla, Secretary of Labor for the Commonwealth of Puerto Rico; Omer Becu, general secretary of the International Confederation of Free Trade Unions; Senator Jacob Javits of New York; Haruo Wada, general secretary of the Japanese Trades Union Congress; Edwin Hood, president of the Shipbuilder's Council of America; Herbert Schmetz, general counsel to the Federal Mediation & Conciliation Service; Congressmen Hugh Carey, Leonard Farbstein and James Delaney, and Leo Brown, New York City Commissioner of Marine and Aviation.

The delegates reelected Paul Hall as president of the Department, Jack McDonald as vice-president and Peter McGavin as executive secretary-treasurer. SIUNA Executive Vice-President Morris Weisberger and ILA Vice-President Anthony Scotto were named to the MTD Executive Board.

COPE REPORT



AFL-CIO COMMITTEE ON POLITICAL EDUCATION

NEW TRY FOR THE HIT PARADE. The Republican party has moved full-scale into the age of hi-fi and stereophonic sound with issuance of a phonograph record entitled "Mr. Lincoln's Party Today: A Declaration of Republican Belief." Featured on the record are statements by former President Eisenhower, Richard Nixon, Gov. Nelson Rockefeller and Sen. Barry Goldwater.

The record snipes at the old GOP bugaboo of "big government," with President Eisenhower stating "... massive substitution of government action for private action ... leaves the nation poorer in those moral values that distinguish us from collectivist societies."

Acting as master of ceremonies on the record is television and screen actor Ronald Reagan, who has been identified in recent years with a variety of right-wing causes and who gave his name and efforts to the American Medical Association's campaign against health insurance for the elderly. The 12-inch disc sells at \$5.95.



URGES CHANGE IN RULES. "One man can do this (block legislation in Congress). I think Congress should have the opportunity to make up its own mind on the President's recommendations. Also, I think that any member of Congress has the right to have his proposed legislation seriously considered by committees and voted on by the Senate and the House.

"Plenty of time should be taken but I don't think a single member of a committee, the chairman, has the right to prevent the House or the Senate, the whole Congress, from action."—Sen. Clifford Case (R-NJ), remarking on need to reform rules of Congress.



INCREASE IN RIGHTIST GROUPS. The number of right-wing groups functioning locally and nationally has leaped 50 percent in the past year, according to a directory which itself is produced by right-wingers. It is the "First National Directory of Rightist Groups, Publications and Some Individuals in the United States." The listing is compiled by the Alert Americans Association. Orders for it are filled by the Noontide Press, PO Box 713, Sausalito, Calif. A former associate of hate-monger Gerald L. K. Smith is involved with both outfits.

A year ago, the directory contained 2066 listings. A recent supplement added 1154 new listings, for a total of 3220 found in every nook and cranny of the nation. The largest number of listings goes to the National Committee for Economic Freedom, with 72 branches. This is the crowd behind repeal of the Federal income tax.



HOW TO QUIET THE AMA. Apparently, the American Medical Association wanted a new committee formed by the US Selective Service System, to be called the "National Advisory Committee on the Selection of Physicians, Dentists and Allied Specialists." So a \$38,000 item was included in the Selective Service budget requests to set up such a committee.

Appearing before a House subcommittee to justify the \$38,000 request, Selective Service chief, Lt. Gen. Lewis B. Hershey, was asked: "What are you paying \$38,000 a year for?"

He answered: "I think what you are paying it for is to placate them (the AMA) and keep them quiet."

He also said: "... I do not think any group is better organized." This drew a ditto from subcommittee Chairman Albert Thomas (D-Texas), who said: "The tightest group is the AMA ..."

LABOR ROUND-UP

David H. Fabricius, a member of the Brotherhood of Locomotive Firemen & Enginemen, was honored in Boston with the BLF&E's safety award for his action in stopping a train after its engineer became disabled. The engineer had slumped over the controls with his foot on the "deadman" control that kept the train running. With 180 passengers aboard, the train was running out of control when Fabricius brought it to a stop.



A temporary restraining order was gained by the International Association of Fire Fighters against moves to dismiss 59 Philadelphia firemen who took part in informational picketing that called attention to their campaign for a wage increase. The dismissal notices were sent by the Fire Commissioner after the Philadelphia local spread its informational picketing from City Hall doorways to crowded locations facing the re-election campaign headquarters of incumbent Mayor James H. J. Tate. The picketing was called a form of political activity ruled out by the city's civil service regulations.



An arbitrator has ruled that discharge is too severe a punishment

for a plant guard who sometimes kissed the plant nurse when he strolled through the dispensary on his regular rounds. The Aerojet General Corp. in Sacramento had fired the guard on the ground of neglect of duty and conduct unbecoming a protection officer, then merely suspended the nurse for two weeks. Local 812 of the Machinists agreed that the kissing incident was a breach of company rules, but took the case to arbitration when the firm refused leniency. The guard gained reinstatement and restoration of part of his lost wages.



An employer's refusal of union requests for a wage boost while hiring extra workers at higher pay as potential strikebreakers has been ruled an unfair labor practice by the National Labor Relations Board. The conduct of the Sunbeam Plastics Corp., of Evansville, Ind., in its negotiations with the Operative Potters showed that its purpose was to reach "no agreement at all," said the NLRB. The firm also was ordered to reinstate 12 union supporters with back pay. An election was won by the union at Sunbeam in 1962.

'Have One ...'



SEAMAN

The Canadian government's decision to impose a three-year forced trusteeship over all Canadian maritime unions and workers is now a matter of record. The full power of the government has been invoked, with no effort spared, to crack down on the SIU of Canada and four other unions.

All of their affairs are now in the hands of government-appointed trustees, since the SIU in Canada was the only union of those involved which actively opposed the trusteeship legislation.

The fervor with which the other unions and the Canadian Labor Congress promoted the trusteeship and encouraged the government's hand is perhaps the best guide to all their other actions in the name of trade unionism.

As AFL-CIO President George Meany stressed in a strong statement supporting the SIU in the Canadian shipping dispute, all efforts to work out a voluntary trusteeship with the CLC and the US and Canadian governments fell through, when the CLC objected to some of the provisions in the voluntary plan.

Thus, government-controlled unionism is now in effect for Canadian seamen and maritime workers, with Canadian labor support.

The reason for the adamance with which the CLC and some of its constituent unions fought the trusteeship stems from the growth of the SIU in Canada since 1949, and from the militant manner it pursued the struggle to improve the livelihood and conditions of Canadian seamen.

The crackdown on Canadian maritime unions stems directly from a 1962 dispute between the SIU and the Upper Lakes Shipping Ltd., an American-owned Canadian

shipping operation—which was but one of many such battles—and still continues.

All of the elements of union-busting are present in the Upper Lakes dispute. In April, 1962, the company locked out 300 crewmembers, broke a collective bargaining relationship of ten years' standing, signed a contract with a new "union," and then manned its ships with scabs.

The dangerous precedents inherent in this sequence of events are quite evident. In addition, with the imposition of government control over maritime labor, the first step has been taken toward a potential crackdown on all unions that smacks of totalitarianism at the very least.

And what of the contractual dispute with an anti-union management—so callously brushed aside? It remains unresolved, no nearer to solution than when it began.



Another Soviet Gain

The newest addition reported on the list of Soviet "advances" is a nice, long 34-day month.

Teachers, pharmacists and doctors in the Perm District of Bulgaria have been ordered to work two days every week in the fields according to a publication issued in Paris by the International Center of Free Trade Unionists in Exile.

But the Bulgarian groups are in a quandary. If they are to follow the law and work 26 days a month in their professions, then an additional 8 days in the fields, the length of the month should be reconsidered with an eye toward establishing a 34-day month.

The Soviet trade union newspaper "Troud" admitted there was some ground to the Bulgarian protests.

SIU ARRIVALS and DEPARTURES

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan (any apparent delay in payment of claims is normally due to late filing, lack of beneficiary card or necessary litigation for the disposition of estates):

George H. McFall, 44: Brother McFall died on June 28, 1963 in the New Orleans, La., USPHS Hospital from heart disease. He had been shipping since 1949 in the steward department. He is survived by his son, George H. McFall, III, of New Orleans. Burial was at Masonic Cemetery, New Orleans.



Cecil A. Utley, 61: Brother Utley died of heart disease on December 7, 1962 in St. James Hospital, Newark, N.J. Shipping in the engine department, he had sailed with SIU since 1955. There were no survivors listed. Burial was at The Evergreens Cemetery, Newark.



Martin Hagerty, 58: Brother Hagerty died of a heart condition on October 20, 1961 while in Wilmington, Calif. He began shipping with SIU in 1945 and sailed with the deck department. His ex-wife, Marie Hagerty, survives. Burial was at Green Hills Memorial Park in Wilmington.



All of the following SIU families have received maternity benefits from the Seafarers Welfare Plan, plus a \$25 bond from the Union in the baby's name:

Karen Ingratta, born June 13, 1963, to Seafarer and Mrs. John M. Ingratta, Chicago, Illinois.

Liane Jacobson, born July 12, 1963, to Seafarer and Mrs. Walter W. Jacobson, Houston, Texas.

Marcia Ann Rice, born September 13, 1963, to Seafarer and Mrs. Charles J. Rice, Point Clear, Ala.

Larry Bailey, born September 15, 1963, to Seafarer and Mrs. Jesse E. Bailey, Mobile, Ala.

Paul DePinto, born August 6, 1963, to Seafarer and Mrs. Pasquale DePinto, Brooklyn, NY.

Michael Michke, born July 21, 1963, to Seafarer and Mrs. Leonard Michke, Manistee, Mich.

Louiliani Dofredo, born August 27, 1962, to Seafarer and Mrs. Domingo Dofredo, Seattle, Wash.

Colleen and Christine Conway, born September 8, 1963, to Seafarer and Mrs. Thomas J. Conway, Toledo, Ohio.

Kimberly and Kathy Coyer, born June 19, 1963, to Seafarer and Mrs. George A. Coyer, Oswego, NY.

Susan Ann Kolenovsky, born October 2, 1963, to Seafarer and Mrs. Edward H. Kolenovsky, Galveston, Texas.

Jonene Ann Ritter, born August 20, 1963, to Seafarer and Mrs. John F. Ritter, Toledo, Ohio.

Susan Lynn Bryan, born September 11, 1963, to Seafarer and Mrs. Jacob A. Bryan, Baltimore, Md.

Leesa Parr, born August 24, 1963, to Seafarer and Mrs. Raymond F. Parr, Chicago, Ill.

David Lee Freeman, born August 24, 1963, to Seafarer and Mrs. Ralph E. Freeman, Millersburg, Mich.

Dickie Randolph Hamra, born September 10, 1963, to Seafarer and Mrs. Jiles W. Hamm, Newport News, Va.

USPHS HOSPITAL NEW ORLEANS, LOUISIANA
Edward Aches
Robert Adams
Richard Barnes
John Burchinal
Wilbert Burke
Jimmie Carlos
James DeMarco
Julius Ekman
Ramose Elliott
Anton Evensen
James Finley
George Flint
Joseph Fortuna
Eugene Gallasy
Sanford Gregory
Mark Hairelson
Seifert Hamilton
Arthur Harris
Herbert Hart
Jesse Harvey
James Hawkins
Albert Hildebrand
William Hunt
Vincenzo Iacono
Ramon Irizarry

USPHS HOSPITAL STATEN ISLAND, NEW YORK
John Aba
Corneel Amelback
Claudio Anavitate
Francisco Antonetti
Pedro Arellano
John Attaway
James Bergeria
Williard Blumen
F. Bruggner
Edmond Burch
Thomas Clark
Dan Covaney
Alfred Deagro
Well Denny
Charles Fertal
Jose Garcia
James Gillian
Juan Gonzalez
Edwin Harriman
Richard Haskin
Ralph Hayes
Ward Hoskin
Walter Karlak
William King

USPHS HOSPITAL GALVESTON, TEXAS
Morgan Childers
Joseph Clement
Vernon Corlis
Leslie Dean
George Djan
Monroe Gaddy
Rune Gustafsson
Hugh Grove
Benjamin Huggins
John Jelletto

USPHS HOSPITAL BALTIMORE, MARYLAND
Arthur Anderson
James Beck
Gorham Bowdra
William Davis
Carroll Fickett
Benjamin Gary
Lawrence Halbrook

USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA
David Blumlo
Charles Bush
William Chadburn
Robert Galas
Edward Anderson
Fidel Lagrimas

USPHS HOSPITAL NORFOLK, VIRGINIA
Walter Deiotte
Lucien Drew
Joseph Feak
John Fitchette
William Grimes
William Jefferson

USPHS HOSPITAL SEATTLE, WASHINGTON
Henry Davis, Jr.
Henry Dello'fano
Patrick Donovan
Charles Dyer
Clay Ignacio

USPHS HOSPITAL DETROIT, MICHIGAN
Charles Brooks
George Bryant
Francis Burns
Charles Campbell
Fred Chak
Clifford Cooper
Bill Cowan
John Fletcher
Steve Fortline
Dezso Gazi

USPHS HOSPITAL BRIGHTON, MASS.
Joseph Thomas
Kane Brush

USPHS HOSPITAL CHICAGO, ILLINOIS
Gerlad Aigernon
Colon Boutwell
Benjamin Deiber
Adrian Duracher
Abe Gordon
Thomas Lehay

USPHS HOSPITAL FORT WORTH, TEXAS
Billy Lynn
George McKnew
Max Olson
Robert Sheppard
Willie Young

USPHS HOSPITAL STATEN ISLAND, NEW YORK
Daniel Gorman
Alberto Gutierrez
Thomas Isaksen
William Kenny

USPHS HOSPITAL JACKSON, MISSISSIPPI
Harry Luzader

USPHS HOSPITAL MEMPHIS, TENNESSEE
James McGee

USPHS HOSPITAL PINE CREST HAVEN COVINGTON, LOUISIANA
Frank Martin

US SOLDIERS' HOME WASHINGTON, DC
William Thomson

Frank E. Shimelfenig, 71: A brain disease took the life of Brother Shimelfenig in New Orleans, La. on July 11, 1962. Sailing in the deck department, he had first signed on with SIU in 1938. Surviving is a granddaughter, Mrs. Dorothy O'Hara Faraci, of Omaha, Nebr. Burial was at the Greenwood Cemetery, New Orleans.



James W. Payne, 58: Brother Payne died of natural causes in the USPHS Hospital in Baltimore, Md., on March 11, 1963. He had been sailing in the steward department for three years. There were no survivors listed. He was buried in Baltimore.



Troy Thomas, 55: A heart ailment claimed the life of Brother Thomas on May 16, 1963, in Waycross, Ga. A member of SIU since 1945, he had shipped in the deck department. He is survived by his sister, Mrs. Betty Mae Gammage, of Waycross. Burial was at the Waresboro Cemetery, Ware, Ga.



Reds Have Own 'Sea Monster'
MOSCOW—Not to be outdone by news reports from New York regarding a possible sea serpent, the Russians have announced their own monster of the sea—with a taste for hunting dogs. According to Radio Moscow a few weeks ago, their "dragon-like creature" lives in Siberia's Lake Labyntyk and is often seen by the local inhabitants. It was reported that the monster, on one occasion, swallowed a hunter's dog. The broadcaster mentioned monster sightings off Brazil and in Loch Ness, Scotland, but failed to say anything about a 40-foot-long invertebrate spotted by an oceanographic research crew off Sandy Hook, N.Y. The US monster, scientists reported, looked like a huge jelly fish, long and tube-like rather than flat and round.

Retired Seafarer Enjoys LOG
To the Editor:
It is indeed a great pleasure to let you know I am receiving the LOG.
Although I am a retired member, I appreciate reading the LOG and thereby keeping up with SIU news.
Keep up the good work and keep the news coming.
H. H. Williams

Oldtimer Urges Pension Changes
To the Editor:
I've read many letters pro and con on the subject, and believe there should be requirements on seetime to be met by members wishing to retire.
But a man may have 20 years of membership in the Union, and not have done much sailing in that time. I think a graduated scale on seetime should be adopted regarding the pension, maybe from ten years' time up to the maximum.
Consideration should also be given to men who served throughout World War II. For example, I was torpedoed on the Alcoa Pathfinder, and my actual discharge covered from August, 1942, to November, 1942, a matter of three months. However, I was hospitalized and wasn't repatriated to the

States until July, 1943, and then was hospitalized again at Ellis Island. I was declared not fit for sea duty until around December of that year.

So I worked on tugs in the harbor, kept my dues up to date, etc., and waited. In November of 1943, I was summoned by the War Shipping Administration and told I must return to sea,

which I did, and I've shipped ever since.
Until I'm 62 I'm not thinking of applying for a pension, but I think consideration should be given to the above circumstances involving many brothers like myself, and also to participation in strikes. For taking part in strikes such as the '46 beef and others, credit should be figured the same as seetime.
There aren't too many men around who served through World War II, and those who are should receive consideration on their retirement time.

LETTERS To The Editor

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

Incidentally, the twice-a-month LOG is a vast improvement and is very welcome reading matter when it comes out every two weeks. Keep it up.
John Jelletto

New Wheelchair Draws Thanks
To the Editor:
I would like to express my appreciation and gratitude for the new wheelchair the SIU Welfare Plan provided me. It is really a pleasure to use it every day.
Another thing I like about it is the fact that it is so much easier to load in the car when I have the opportunity to get out.
I have been in a wheelchair since I had polio in December of 1952. Thank you again for the wheelchair.
Mrs. Herbert D. Braunstein

Funeral Rites Aren't For Him
To the Editor:
I have noted the discussion about funeral costs in "Your Dollar's Worth" (LOG, Oct. 4). I remember reading an excellent novel, "The Loved One," by Evelyn Waugh, several years ago, which made fun of extravagant American funeral customs.
Actually, many funeral directors are okay and provide much consolation for survivors. How-

ever, for a cantankerous, rum-soaked old seafaring man like myself, I really think that most funerals are for sissies. The thing for an old seafaring man is the taxidermist, not the undertaker.

Some time ago I caught a big sailfish off the Florida coast measuring seven feet and three inches. I had it mounted and it is now on my wall. It will look lifelike for 50 years or more.
Undertakers try to make a corpse look "lifelike," but most of them are not in it with the taxidermist.
There is no law against having yourself stuffed by a taxidermist, although the funeral directors have gotten a law passed in some states which prohibits "transporting a corpse" without a license. You can't stuff Aunt Minnie in your station wagon to haul her to the graveyard. You are required by law to hire a hearse.

It cost only \$325 in Fort Lauderdale (Fla.) to mount a record 525-pound blue marlin, and the excellent job done by a local taxidermist can still be seen at the Bahia Mar Marina here. He could do just as good a job on a human, although it takes about two months to cure the hide properly.

The only thing for an old seafaring man to do is to have himself stuffed and put in a bottle, like one of those ship models you see in bottles.
Morris Horton

Quits Sea For Job In Peace Corps

Trading his seabag for a poncho, former Seafarer Fred T. Miller has taken on a new job in the Andes Mountains of Peru as a member of the Peace Corps.

He and his wife Margaret are living at Junin, Peru, at an altitude of 13,555 feet, and Miller says that makes them "the highest Peace Corps volunteers in Peru."

His new life is a little bit like his seagoing past, Miller writes,



Miller

because it is just as barren in his current locale as on the sea. Junin is too high for any vegetation, which leaves the natives to derive their income from grazing llamas and sheep, and from making some textiles.

A mining town, Cerro de Pasco, is located about 50 miles from Miller's home base in Junin.

Just to keep from getting bored, Miller said, Junin is very active politically. The area has a high priority on Peruvian President Fernando Belaunde's community development program.

Miller formerly shipped out of Seattle with the SIU in the deck department. He joined the Seafarers in 1941 and carried a rating of bosun when he retired his book.

With his wife, Miller went to the University of Arizona for a three-month course in preparation for their Peace Corps assignment. They were then sent to their new post in Junin, and now have about 20 months left to serve in the tiny Andes town.

Miller said he is interested in hearing from any of his old shipmates who would care to write, and is getting the LOG so as to be able to keep up with Union doings. His address is Apartado 17, Junin, Peru.

LOG-A-RHYTHM:

The Grinding Monster

By Henri Percikow

Clean, ready for the grind I dash

Through early golden rays, Into thundering, Dim, foul tunnels.

Sucked into steel jaws I stand welded By walls of flesh, Wincing at every screech Of the monster.

Here I meet my brothers And hear Tongues of all nations, Snatching a broken tale Of woe and laughter.

Steel against steel— My head is pierced With daggers of sound Until the human wave Carries me onto city street.

Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request.



Seafarer Julio Evans shows off latest body-building trophy won by his son Angel. Another son, Raphael, also ships with the SIU.

Seafarer's Son Takes 'Mr. Universe' Award

Seafarer Julio Evans can look back on the days when he could bounce his son Angel on his knees, but them days are gone forever—except in memory.

To prove it, Evans can point to the latest trophy won by his son, representing the second spot award in the lightweight class of a recent "Mr. Universe" contest held in Brooklyn.

But winning trophies in body-building contests is nothing new for his son, Evans says. Angel already has about ten trophies at home, one of which he received only a few months ago for winning the "Mr. East Coast" contest.

To win the second spot in his weight class during the Mr. Universe contest in September, Angel Evans had to compete with many body-building fans from all over the world. The competition was held at the Brooklyn Academy of Music on September 14.

Angel, who is 19 and weighs about 130 pounds, works as a machinist. He has been interested in body-building for seven or eight years now, and hopes eventually to teach physical education.

A justly proud father, Julio Evans has shipped with the SIU



Angel Evans displays muscle style that won him 2nd prize in competition for lightweight class honors.

From the ships at Sea

A "Cinemascope" lens, no less, is being tried out on the passenger ship *Del Norte* to add some extra dimension to the movie showings arranged for the crew during the DeMa liner's voyages to South America. This ship also boasts a "movie director" in the person of

Seafarer Claude Bankston, Jr., who handles the crew's movie arrangements. But Bankston is still looking for a way out of one dilemma—a Houston movie supplier provided a three-reel thriller with one reel missing and nobody knows how the film turned out.

~ ~ ~

Some special efforts by steward Frank Sortillo on the *Globe Progress* (Ocean Cargo), who took the trouble to arrange and show movies to the crew on the last trip, drew a vote of thanks from his shipmates. The rest of the steward department also earned a thank-you for good feeding on there, according to Jiggs Jeffers, ship's delegate.

~ ~ ~

On the *Pilot Rock* (Columbia), the last meeting was really sprin-



Sortillo



Fossett

kled with thank-you notices. The crew extended thanks to the galley, and also to Capt. Morris for his fair dealings with all hands regarding draws, slopchest purchases and other items. The skipper returned the favor, according to the delegate, reporting that he was very well satisfied with the crew. B. C. Clement was meeting chairman and Frank Kustura was secretary at the glad-hand session.

~ ~ ~

An item in the mail from Henry E. Fossett on the *Cantigny* (Cities Service) called attention to an article in a Brownsville (Texas) newspaper rapping US marine unions and "fantastically-high wages" of seamen. The only thing "fantastic" about this news report is that the writer saw fit to match US sea wages with those of other countries, where living costs and other standards are proportionately lower too.

~ ~ ~

The *Josefina* (Liberty Navigation) has a new switch installed on the crew's washing machine, so now there's no excuse for anyone who leaves the motor running after us-

ing the washer . . . But the *Steel Worker* (Isthmian) isn't so well off on the washer situation. The crew's machine went out of order, reports ship's delegate Byron C. Barnes, but the first assistant engineer said nix to a suggestion that the unlicensed men be allowed to make use of the officers' machine for a while. They're supposed to get a new machine in Bombay.

~ ~ ~

Ship's delegates on a number of vessels have been given commendations lately for a job well done



Barnes



Jones

in representing crewmembers. Some of those singled out for praise at shipboard meetings include C. Lee of the *Morning Light*; Malcolm Cross, Elizabethport (Sealand); Ed Collins, Cottonwood Creek (Bulk Transport); Emil S. Gomez, Orion Comet (Colonial); Raul de Los Santos, Seatrain Louisiana (Seatrain); Al Prejean, Anton Bruun (Alpine), and F. M. Jones on the *Alcoa Master* (Alcoa) . . . On the *Del Rio* (Delta), thanks went out to the 2nd electrician for doing an extra good job in his specialty, reports A. Urti, meeting chairman.

IBERVILLE (Waterman), Aug. 18—Chairman, C. E. Wallick; Secretary, M. Carmichael. \$1.78 in ship's fund. Some disputed OT to be taken up with patrolman by deck department. Motion made to have company take ship to shipyard to have plumbing repairs aft, if ship's crew can't repair the plumbing system. Portable jury toilet should be rigged on the poop deck, to be used by stovedores in foreign port. Discussion on various types of night lunch to be put out.

ROBIN HOOD (Robin), Aug. 25—Chairman, G. Stanley; Secretary, R. Sadowski. Ship's delegate reported that an AB was hospitalized in Okinawa. One messman signed on in Okinawa. See patrolman about sailing board and draws. Men requested to be sober at payoff and to take their beefs to their respective delegates instead of going to the patrolman. \$34.19 in ship's fund. Several hours disputed OT in deck and engine departments. One man in steward department missed ship in San Francisco on sailing day. One man missed ship in Yokohama and rejoined in Sasebo. Discussion on food preparation. Food plan representative should enlighten chief cook on some new systems. Patrolman to be contacted about having jobs filled with trainees or more experienced men instead of brand-new men.

TADDEI VICTORY (Consolidated Mariners), Sept. 22—Chairman, Michele; Secretary, Lipkin. Ship's delegate reported that draws in Korea and Formosa will be made in local currencies. Repair of galley stove was discussed with captain and chief engineer. Electricians were ordered to move below after having been told at payoff that move would not be necessary. Motion made to communicate with headquarters about this. Discussion regarding repairs, particularly on galley stove, and water cooler in crew mess. It was generally agreed to get up new repair list and press for action. Discussion about unauthorized people using mess rooms and crew showers in foreign ports. Suggestion made that all men cooperate in keeping these people out.

TRANSERIE (Hudson Waterways), Aug. 31—Chairman, P. Hellebrand; Secretary, R. W. Simpkins. M. Curry was elected to serve as new ship's delegate. Discussion on new water coolers and hot water heater being installed aboard ship. Ice-making machine not working. Crew requested to keep screen doors closed in mess-hall. Vote of thanks to steward department for job well done. Sept. 22—Chairman, none; Secretary, William E. Scott. Rooms to be

painted as requested on last trip. One wiper quit ship in Sicily. Crew asked to keep coolies out of ship's quarters and to take care of washing machine. On a slow run to India, two washing machines burned up due to carelessness.

GLOBE CARRIER (Maritime Overseas), Sept. 21—Chairman, E. Ponis; Secretary, William F. Barth. Ship's delegate reported that everything is running smoothly. Motion that negotiating committee press for a standard increase in wages for all ratings. Gangway too heavy to be raised or lowered safely by one man. It was suggested that an air or steam winch be installed to handle job. Ship's delegate to contact patrolman about

DIGEST of SIU SHIP MEETINGS

roaches. Vote of thanks to the steward department.

TADDEI VILLAGE (Consolidated), Sept. 29—Chairman, Joe Miller; Secretary, William Swartout. Motion that ship's delegate check medical supplies before leaving States. Discussion on contacting San Francisco Public Health Service regarding rodents aboard ship. Discussion on making up draw list to be presented to captain two days before arrival in Frisco so that deductions can be taken, and money can be ready for arrival.

ORION COMET (Orion), Sept. 29—Chairman, P. Luteman; Secretary, A. Kubacki. Chief cook missed the ship in Sasebo, Japan. Crew told that draws will be in travelers checks. Motion made that each man donate \$1 to ship's fund. Crew requested to bring empty glasses back before meals.

ZEPHYRHILLS (Panamerican Overseas), May 5—Chairman, James B. Morton; Secretary, Andy C. Noah. Ship's delegate would like to resign. James B. Morton volunteered and was elected to serve as ship's delegate. Vote of thanks to the steward department. Steward department assured crew of full cooperation.

DUVAL (Suwannee), Oct. 13—Chairman, Jim Morgan; Secretary, R. Sirois. Quiet trip so far; no beefs

reported. Chief steward taken off ship in Singapore due to illness. Motion made that ship's delegate communicate with headquarters in reference to addresses for this ship's ports of call, and for forwarding of mail by the company office to members. All hands requested to cooperate in keeping shore laborers from using drinking fountain. Vote of thanks to the steward department for excellent cooking and service thus far.

AFOUNDRIA (Waterman), Oct. 13—Chairman, S. W. Nolan; Secretary, H. G. Ridgeway. Ship's delegate reported everything running smoothly. Motion made to have new water cooler put on crew deck as the one on board has not worked all trip. Steward requested all men getting off ship to leave rooms clean and to turn in all soiled linen. Vote of thanks to steward department for job well done.

ZEPHYRHILLS (Panamerican Overseas), Aug. 25—Chairman, Norman Wroton, Jr.; Secretary, Andy C. Noah. No beefs reported by department delegates. Ship's delegate resigned and Dwight Skelton was elected to serve in his place. Vote of thanks to the steward department for doing excellent job.

ELEMIR (Marine Carriers), August 25—Chairman, K. Collins; Secretary, M. F. Kramer. No beefs reported by department delegates. William Murrell was elected to serve as ship's delegate. Screen doors for lower passageways needed. Discussion on all departments helping with tank cleaning. No locks were furnished for fo'c'sle doors. Too many "Dennis the Menace" books in the library.

CITIES SERVICE NORFOLK (Cities Service), Sept. 24—Chairman, Paul Gazic; Secretary, H. E. Schultz. No beefs reported by department delegates. \$9.23 in ship's fund. Vote of thanks to the steward department.

STEEL VOYAGER (Isthmian), Oct. 14—Chairman, Joseph D. Blanchard; Secretary, John C. Tillman. No beefs reported by department delegates. \$10 in ship's fund. William D. Morris was elected to serve as ship's delegate. Fumigation for roaches in messhall and pantry needed. Request to keep door below locked in all ports.

NORTHWESTERN VICTORY (Victory Carriers), Sept. 2—Chairman, H. Knowles; Secretary, L. Smith. \$12.63 in ship's fund. No beefs reported by department delegates. It was suggested that instant coffee be put aboard. Vote of thanks to the ship's delegate.

Notify Union On LOG Mail

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

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

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

When 'Jamaica James' Really Met His Match

For his periodic contributions to the LOG, Captain Peterson draws on many events and characters from the distant past when he was a young sailor first making his way at sea. In the following article he recalls some colorful shipmates of long, long ago.

When I was sailing aboard the Eden, a trampship run down at the heels, we had a fireman who would take his shore leave dressed like a swell in white gloves, swinging a shiny cane with his head held high. Well-liked aboard ship, he was known as "Jamaica James."

Tall, athletic and fair looking, he was always going ashore looking for a blonde.

One night, in Pillau, East Prussia, as we sat in the narrow foc'sle ready to turn in, the door burst open wide and in ran Jamaica James, hatless, with blood on his face from a cut on the head. The low lamp-light glared curiously and cast a sharp shadow.

Someone turned up the light and James, standing before us, was a sorry sight to see.

"Oh man, oh man!" he said, casting about with sad eyes, putting his hand to the cut on his head as if trying to clear his thinking. "You know the tavern, boys?" he said with his strong Jamaican accent. "I just had a fight with some officers." He paused, placed his hand to his heart and almost whispered: "Over that blonde barmaid. Those damn men drew swords on me but I just drew my own sword and said 'come on!'"

With that he pulled from the pocket of his muddy white waistcoat a fine, pearl-handled penknife with a shiny, pointed blade, and snapped it open. His fighting pose showed how serious the "sword-play" had been.

Another time, in Cardiff, a fellow fireman who had been a good friend of Jamaica James left the Eden, and he missed the big friendly Norwegian. The captain went ashore to ship a new fireman of his own choosing while James woke up early that morning and tried to be cheerful.

Then, suddenly, in came a newcomer who tossed his heavy seabag into the empty bunk as though it were a child's toy. Startled, James asked: "Who are you?"

"Norfolk Joe," growled the new fireman. James sized up his new shipmate carefully and didn't like what he saw.

When we saw Norfolk Joe later he really looked tough. He was a stocky man with shoulders almost a yard wide, muscular arms down to his knees and fists as hard as horses' hoofs. He went about his work calmly, seldom spoke, and seemed to be a mild-mannered man.

But James had disliked him on sight, and at every sea watch on that trip to Lisbon, there was James, berating Joe to his face, calling him names, threatening to beat him up with a million blows. After every watch, James would come to us and swear. "Watch me fellows, I'll give that Joe so many blows he'll be laid out cold before you."

Then came a day at Lisbon when, with the day's work over, we rested against the bulwark, enjoying the gentle breeze coming from across the river. James was with us, in a merry mood, telling us of the blonde he was expecting to meet again in Cardiff. Suddenly, his face changed.

Joe was coming toward us slowly, going forward, carrying a bucket-full of water. There was a sense of apprehension in the air. No one spoke or stirred. Joe walked right up to us, laid down the bucket, singled out James, and gave him a long look straight in the eyes.

After a short while, James could stand it no longer. "What are you waitin' for, what do you want?" he cried out with some trepidation.

Joe answered slowly, calmly and mildly. "I am waitin' for all the blows you're going to give me," he said.

James recovered quickly and came back in a masterful tone. "This is no place to give you them blows. Wait till we get to Cardiff!"

That night something must have happened, because next morning at turn-to there was no Jamaica James. His bunk was empty and his gear gone. Only the white gloves were left.

MIDLAND (Clearwater), Sept. 22—Chairman, J. Alpedo; Secretary, J. J. Cabral. J. Alpedo was elected to serve as ship's delegate. Motion to see patrolman about having enough American money put on board before ship sails to cover draws. Contact patrolman about having ice machine installed and to have the coffee urn replaced as promised two trips back. Discussion on having screen doors installed on all entrances to after house. Vote of thanks given to steward department for job well done.

MONTICELLO VICTORY (Victory Carriers), Sept. 29—Chairman, J. Leskun; Secretary, S. Fullford. Relief captain commended crew as being one of the best. Everything running smoothly. \$1.05 in ship's fund. Crew asked to donate for TV repairs.

KYSKA (Waterman), Sept. 29—Chairman, G. Gallino; Secretary, C. L. Shirah. Ship's delegate reported that one man missed ship in New York, one was hospitalized in Rotterdam, and one man died aboard ship in LeHavre. Deceased brother's gear will be shipped to family. Letter sent to headquarters regarding hospitalized brother. No beefs reported by department delegates.

THETIS (Rye Marine), Sept. 11—Chairman, Robert Hutchins; Secretary, Wilfred Moore. Delayed sailing will be taken up with boarding patrolman. Discussion on getting TV for ship while on coastwise run. Vote of thanks given to all delegates for a job well done. Thanks given to the steward department for good service and a job well done.

ST. CHRISTOPHER (Oisa Konow), Sept. 29—Chairman, M. C. Kleiber; Secretary, F. Pasaluk. No beefs reported by department delegates. Ship's delegate commended the steward department on the good food.

JEFFERSON CITY VICTORY (Victory Carriers), Sept. 22—Chairman, B. B. Blanchard; Secretary, Alfred J. Sevess. Ship's delegate reported that two men missed ship. One OS hired in Southampton has no seamen's papers. Crew's washing machine is in bad shape. Drains are stopped up. Vote of thanks to the steward department for its exceptional efforts and good service.

FLORIDIAN (South Atlantic), Oct. 1—Chairman, T. Aronica; Secretary, P. Dunphy. No beefs reported by department delegates. New ship's delegate elected. Beef on steward department hiring man off dock to work. No more hiring of this kind is to be done.

MT. VERNON VICTORY (Victory Carriers), Sept. 22—Chairman, Red Barron; Secretary, Earl Savoy. Captain sent radiogram to company office regarding information on paying men off in Honolulu. Some disputed OT in engine and steward departments. Chief mate working on deck, which is OT for deck department. Check on income tax returns if trip extends beyond January 1, 1964. Slopchest needs restocking in Honolulu.

MADAKET (Waterman), Sept. 28—Chairman, Leon M. Kyser; Secretary, Albert G. Espenada. No beefs reported by department delegates. Two men in ship's hospital. Ship's delegate will see the old man regarding painting of rooms and repair list, \$12.50 in ship's fund. Motion to get fresh milk in Europe instead of whole canned milk. Motion that injured crewmembers should receive prompt first-aid and attention the same as the officers. Motion to have catwalk when any deck cargo is carried. Men requested to put trash and bulks in the garbage can. Steward department requested to take garbage can back aft. Vote of thanks given to chief cook and second cook & baker for a job well done, as well as to all members in the department.

DIGEST of SIU SHIP MEETINGS

ELIZABETHPORT (Sea-Land), Sept. 15—Chairman, George Ruf; Secretary, Willard Bickford. Ship's delegate reported that two men were hospitalized on West Coast. Letter was sent to New York Port Agent about new locks for crew foc'sles. \$14 in ship's fund. Motion made that company furnish four pillow cases, four bath and four face towels per week for men working OT and for day workers. Motion made to have ladders made for upper bunks, for safety reasons. Fifty percent of fans in crew quarters worn out. New fans and porthole gaskets to be ordered. Vote of thanks to steward department for good cooking and good food.

MANKATO VICTORY (Victory Carriers), Sept. 29—Chairman, Dunlop; Secretary, Hernandez. No beefs reported by department delegates. Tom Bewley was elected to serve as ship's delegate. Discussion on retirement plan. It was decided that all delegates should get together to draw up a letter making suggestions in relation to same. Vote of thanks to the steward department.

ROBIN TRENT (Robin), Sept. 22—Chairman, C. Bushong; Secretary, G. Troclair. No beefs reported by department delegates. Brother Beasley was elected to serve as ship's delegate. Discussion on keeping longshoremen and peddlers out of the house.

EA SALLE (Waterman), Sept. 29—Chairman, Ira Bridges; Secretary, Jimmie Bartlett. \$6.50 in ship's fund. No beefs reported. Everything running smoothly. Ira Bridges was elected to serve as new ship's delegate.

STEEL ADMIRAL (Isthmian), Sept. 14—Chairman, Muddleston; Secretary, Kaznowsky. Ship's delegate informed the men of the captain's proposed money draws in foreign ports, \$8.00 in ship's fund. No beefs reported. Members have agreed to cooperate in keeping the longshoremen and unapproved visitors from the interior part of the ship while in foreign ports. Suggestion for the disposal of garbage in port while loading deck cargo is pending further screening by safety committee.

LUCILE BLOOMFIELD (Bloomfield), Sept. 15—Chairman, Orville Arndt; Secretary, R. W. Birmingham. \$17.62 in ship's fund. Some disputed port time in steward department. Ronald Karns was elected to serve as ship's delegate. Various matters were discussed.

TAMARA GUILDEN (Transport Commercial), Sept. 21—Chairman, Jack Long; Secretary, Jake Longfellow. \$28.50 in ship's fund. No beefs reported. Motion to have combination pantryman to work both pantries on this ship. C. Terry was elected to serve as ship's delegate. New ice machine needed.

COUNCIL GROVE (Cities Service), Sept. 28—Chairman, G. Wile; Secretary, G. Delgado. G. Wile was elected to serve as ship's delegate. Crew requested to make up repair list. Ship is going to shipyard after Boston trip.

COLUMBIA (Oriental Export), Sept. 3—Chairman, R. W. Elliott; Secretary, Charles O'Neil. Old washing machine was not replaced. H. Harris was elected to serve as new ship's delegate. Each department to take turns on cleaning laundry and recreation rooms.

Executive Galley Says 'Aloha'

Anticipating the ship's arrival in Hawaiian waters last month, the SIU galley crew on the Steel Executive (Isthmian) played up the event in grand style with a gala "Aloha buffet" for the officers and crew.

Steward Bill Stark arranged a special dinner menu with luau-style fixings and an anonymous ship's artist contributed a menu cover depicting the Islands and the ports the vessel would visit for several weeks before returning to the States. The Executive is expected back on the East Coast in the next few days.

Fete Complimented

Cecil R. Wood, ship's delegate, reported the event to the LOG with the notation that the buffet "was highly complimented by all hands." He also contributed several color photographs of the buffet scene, highlighting the special culinary efforts offered by the galley gang.

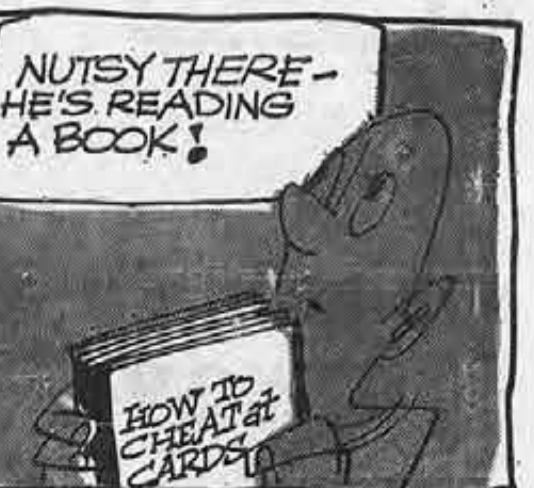
Besides Stark, as steward, others singled out for extra mention were M. Reyes, chief cook, and A. Carpenter, cook & baker.

The menu featured turkey, ham, prime ribs, baked salmon glaze and Louisiana shrimp as entree



Scene at the luau-style buffet aboard the Steel Executive pictures several Seafarers enjoying the special fixings.

offerings, plus a variety of salads, counts, the festive board was a jello molds, tomato blossoms and well-received treat to mark the swan eclairs. According to all ac- Hawaiian trip.



PERSONALS and NOTICES

Money Due
Ex-SS Pacific Thunder
Checks from the above vessel are being held by Schwartz & Lapin, attorneys, 310 West Build-

ing, Houston, Texas, for the following men:
Joseph P. Gavin, Steve Juhasz, Leonard Bartlett, Raphael Vanasse, Chester Fields, Bruce A. Genter,

Ludolph Gallis, Edward D. Leger, Edwin E. Echols, Franklin Chester, Paul de los Santos, Harold G. Hart.

John M. Kelly, Jr.
You are asked to get in touch with J. P. Gallagher, Retail Banking Department, The First Pennsylvania Banking & Trust Com-

pany, 3022 Market St., Philadelphia 1, Pa., on a personal matter.

Raymond Atwell
Get in touch with steward on the Steel Vendor about your souvenirs.

Selden F. Manard
Contact your wife or, if you are in New York, contact headquarters and ask for Paul Hall.

Kenneth Miller
The above-named or anyone knowing his whereabouts is asked to get in touch with Charles Marson, PO Box 1111, Seattle 11, Wash.

Wilton H. Stokes
The above-named or anyone knowing his present address is asked to contact his wife, Mrs. W. H. Stokes, 216 Central Beach, Biloxi, Miss.

Rudolph R. Cefaratti
Your sister Rita says the trailer situation is very serious, involved and mixed up. It is urgent and important for you to contact lawyer

who has the facts, and also to contact your sister. The attorney is Frank J. DiLoreto, 81 West Main St., New Britain, Conn., telephone BALDWIN 5-6445. Your sister's address is 51 Clinton St., New Britain, telephone BALDWIN 3-3862.

Hugh D. McWilliams
Your son, Billy R. McWilliams, is anxious to hear from you. Write him at 1529 Natalie Ave., East St. Louis, Mo.

Bernard Carlson
The above-named, who was bosun on the Niagara, is advised that his tape recorder and radio are still on the ship in care of the chief mate.

Uno Pulson
John Cunningham
Get in touch with Bob Lasso from the SS Fairland as soon as possible. Write him at J. Y. 2, Caparra Terrace, San Juan, Puerto Rico.

Income Tax Returns
Checks for the following are being held by Jack Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco 5, Calif.:
H. D. Adams, Joseph A. Alves, Roy C. Bru, Fortunato Drilon, Steve Krkovich, John Misakian, Waldo M. Oliver, Arthur D. Payton, Jorgen G. Pedersen, William Saltarez, Henry R. Smith.

SIU BULLETIN BOARD

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. Should any member, for any reason, be refused his constitutional right to inspect these records, notify SIU President Paul Hall by certified mail, return receipt requested.

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. If, at any time, you are denied information about any SIU trust fund, notify SIU President Paul Hall at SIU headquarters by certified mail, return receipt requested.

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, first notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:
Max Harrison, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1930, New York 4, NY
Also notify SIU President Paul Hall at Union headquarters by certified mail, return receipt requested. Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OF 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. In addition, notify SIU President Paul Hall by certified mail, return receipt requested.

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. If 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 called to the attention of SIU President Paul Hall by certified mail, return receipt requested.

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 SIU President Paul Hall by certified mail, return receipt requested.

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 SIU President Paul Hall at headquarters by certified mail, return receipt requested.

KNOW YOUR RIGHTS

SIU HALL DIRECTORY

SIU Atlantic, Gulf
Lakes & Inland Waters
District

PRESIDENT
Paul Hall
EXECUTIVE VICE-PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard Lindsey Williams
Al Tanner Robert Matthews

SECRETARY-TREASURER
Al Kerr

HEADQUARTERS REPRESENTATIVES
Bill Hall Ed Mooney Fred Stewart

BALTIMORE 1216 E. Baltimore St. Eastern 7-4900
REX Dickey, Agent

BOSTON 276 State St. Richmond 2-0140
John Fay, Agent

DETROIT 10225 W. Jefferson Ave. Vinewood 3-4741
HEADQUARTERS

HOUSTON 5804 Canal St. 9-6600
Paul Drozak, Agent Walnut 8-3207

JACKSONVILLE 2608 Pearl St., SE, Jax William Morris, Agent ELgin 3-0967

MIAMI 744 W. Flagler St. Franklin 7-3564
Ben Gonzales, Agent

MOBILE 1 South Lawrence St. HiEmlock 2-1754
Louis Neira, Agent

NEW ORLEANS 630 Jackson Ave. Tel 529-7546
Buck Stephens, Agent

NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600

NORFOLK 115 3rd St. Gordon Spencer, Acting Agent 622-1892

PHILADELPHIA 2604 S. 4th St. Dewey 6-381F
Frank Drozak, Agent

SAN FRANCISCO 450 Harrison St. Douglas 2-4401
Frank Boyne, Agent

SANTURCE PR 1313 Fernandez Juncos Stop 20
E. B. McAuley, West Coast Rep. Phone 724-2848

SEATTLE 2505 1st Ave. MAIN 3-4334
Ted Bahkowski, Agent

TAMPA 312 Harrison St. 229-2788
Jeff Gillette, Agent

WILMINGTON Calif 505 N. Marine Ave. Terminal 4-2528
George McCartney, Agent



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

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

- Eastern Air Lines (Flight Engineers)
- H. I. Siegel
- "HIS" brand men's clothes (Amalgamated Clothing Workers)
- "Judy Bond" Blouses (Int'l Ladies Garment Workers)
- Sears, Roebuck Company Retail stores & products (Retail Clerks)

Schedule Of SIU Meetings

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

New York	December 2	Detroit	December 6
Philadelphia	December 3	Houston	December 9
Baltimore	December 4	New Orleans	December 10
Mobile	December 11		

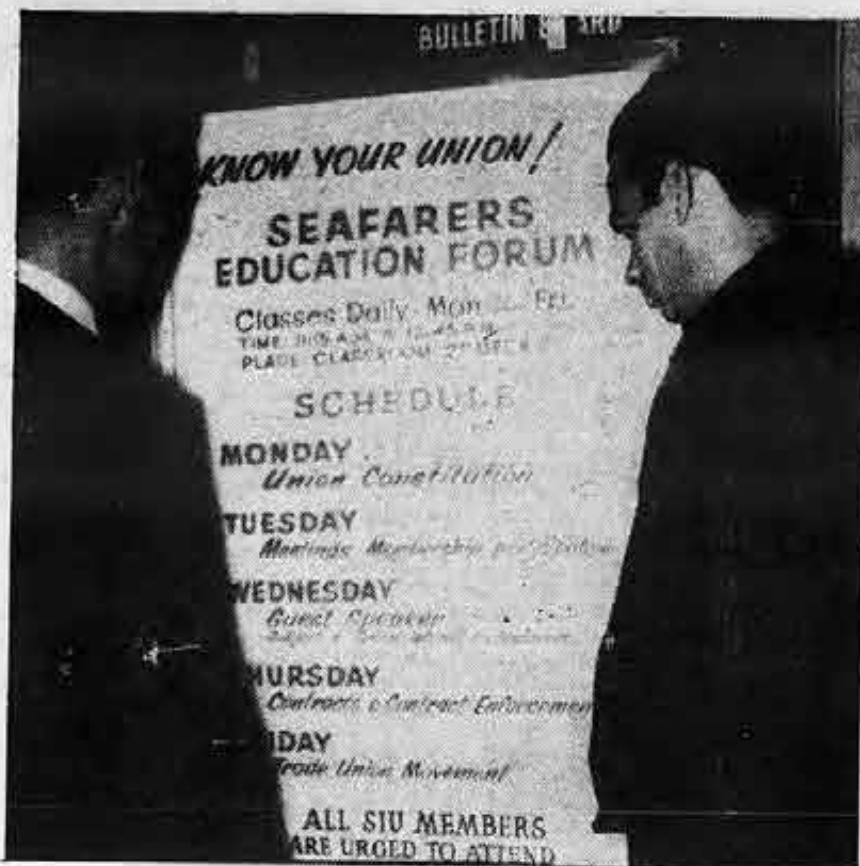
West Coast SIU Meetings

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

The schedule is as follows:

Wilmington	San Francisco	Seattle
November 18	November 20	November 22
December 16	December 18	December 20
January 20	January 22	January 24

Expanding its training program, the SIU has established a Seafarers Education Forum with daily classes at Union headquarters. The program functions five days a week and features discussion on union education, contracts and items of topical interest. Plans call for the Forum to be extended to all major SIU ports.



Seafarer John Rokstin adds comment on speaker's remarks. At left, Tony Lipari and Angel Santa check class schedule.



Attentive group at Forum session listens to discussion. Each day's class is on another subject.

SEAFARERS EDUCATION FORUM



Frank Rodzvila checks item in SIU constitution during talk on meeting procedures.



James Michael gets a copy of Forum discussion material distributed in classroom.



Guest speaker H. Birnbaum explains Social Security.



Question from the floor is raised by Julio Roman during daily question and answer period.




Trade union lecturer Joe Glass talks on meeting rules.

SEAFARERS LOG


SIUNA

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA • AFL-CIO

SEAFARERS ROTARY  SHIPPING BOARD

SHIPS	COMP	TYPE	RUN	DIST	DECK				ENGINE				STEWARDS					
					1	2	3	4	1	2	3	4	1	2	3	4		
1																		
2	CARDYN																	
3	SEATRAN GA																	
4	CHICKASAW																	
5	ROBIN GRAY																	
6	AZALEA CITY																	
7	TRANSATLANTIC																	
8	H H SMITH																	
9	AFOUNDRIA																	
10	ALCOA PIONEER																	
11	SWEETWATER																	
12	PRES TAFT																	
13																		
14																		
15																		
16	MISSION SAN DIEGO																	
17																		
18	PRES HARDING																	
19	SULPHUR MINES																	
20																		
21																		
22																		
23																		
24	NEXT SUP MEETING																	
25	TUE SEPT 2 7 PM																	

**CELEBRATING 25 YEARS
OF TRADE UNION PROGRESS
FOR SEAFARERS**



ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • SIUNA

AGLW

TIME CANNOT be measured in terms of days and months and years alone. It can be measured also in terms of progress.

In 1938, when the SIUNA and AGLIWD were both chartered, American seamen had already experienced 23 years of the political emancipation and liberation from servitude secured for them by the SUP's Andrew Furuseth through passage of the 1915 Seamen's Act. But despite the changes wrought by the Act, all of the inequities and injustices inherent in the seaman's calling were not eliminated.

The American seaman was still far down upon the economic ladder. His job, if he wanted to work at all, usually had to be bought in the back of a ginmill or flophouse. Aboard ship, he stood three four-hour watches a day, around the clock, seven days a week. His pay was frequently \$30-\$40 a week and there was no overtime. His diet was poor, his quarters cramped and unsanitary. And if he wanted even such essentials as soap and matches, he had to provide them himself.

A SHORE, THE seaman's life was hardly better. Invariably, he had no money, no promise of regular employment, no family ties, no status in the community. He had to contend not only with the shipowner, but with a Government which was frequently the shipowner's ally, and with the Communists who were ever ready to exploit the seaman's degradation with their promises of a utopian society.

Today, a brief quarter of a century later, the American seaman, as a member of the AGLIWD or one of the other SIUNA unions, has established a union free of both the blandishments of the Communists and the unwarranted Government interference of the past—a union in which each member determines the conduct of his own affairs.

Today, a quarter of a century later, the SIU member has established a union in which he no longer has to buy his job, work under subsistence conditions aboard ship or be a second-class citizen ashore.

Today, when a Seafarer goes aboard a vessel, he knows he will work under a contract which clearly spells out his duties, his wages, his overtime, his working and living conditions—a contract which will be rigidly enforced by the Union's shipboard delegates and officials.

Today, a Seafarer knows that for each day he works aboard ship, the shipowner must contribute to funds that provide him with vacations, pensions and welfare benefits for himself and his family—hospital and surgical benefits, including maternity benefits; free medical examinations; free optical care; college scholarships for himself or his children.

Today, a Seafarer also is secure in the knowledge that he is a member of a Union which is constantly working for him in virtually every area which affects his livelihood and well-being—in the legislative and political arena, in the area of health and safety, in education and job training.

THE PAST 25 years, then, represent a period of a consistent progress for members of the AGLIWD and other SIUNA unions. They have been years of significant economic advances, during which SIU members have elevated themselves to a position as first-class citizens of their communities and nation and also have become an integral part of the mainstream of the American labor movement.

Even so, each day presents new challenges. Today, the problem faced by SIU members are not the same as those faced by their brothers of 25 years ago. There are new problems emanating from the legislative area which threaten the hard-earned freedoms of seamen. There are problems arising out of technological advances in the industry, and out of the competition of the runaways and foreign flags.

But whatever the problems, the same basic militancy, unity and steadfastness of purpose that enabled SIU members to meet the challenges of an earlier day, can be counted on for the future.

Ever



Biggest open shop fleet, Isthmian was top postwar organizing target. First pact followed 96 percent pro-SIU vote, 9-day strike in 1947.



On the line with SUP pickets, Harry Lundeberg led early fight on runaways.



"Battle of Wa" SIU-SUP aid



SIU-manned Robin Moor was first US merchant ship sunk by U-boat in 1941. More than 1,200 Seafarers lost their lives in wartime sinkings.

7 Step of the Way...



Vigilantes and police tried to break maritime strikes in 1934 and '36 (above) that spread from San Francisco, gave rise to today's seamen's unions.



Lakes SIU joined lines of Detroit phone workers to back 1947 strike.



Industry-wide SIU Vacation Plan began in 1952, provided first paid vacation for most seamen.

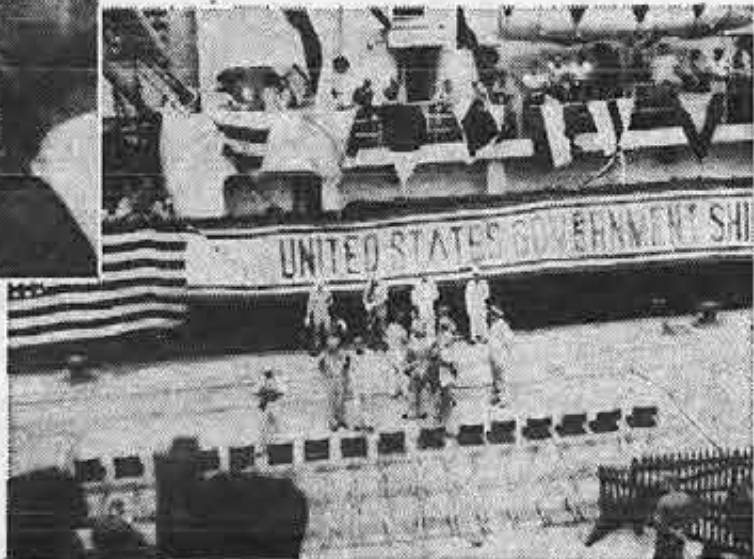


Canada SIU drive to oust Commie union in '49 was one of many battles with waterfront CP.

street" in '48 dramatized financial district strike.



First union medical center for seamen opened in 1957.



Korean war aid highlighted success in winning 50-50 cargo share for US ships.



New Orleans' Jody Cave, 11, was one of first "SIU babies."



Campaign for freedom of the seas hit UAR in 1960.

SIUNA Affiliates

Alaska Fish Cannery Workers Union
Alaska Fishermen's Union
Alaska Marine District Union of Fishermen, Cannery Workers & Allied Trades
Atlantic Fishermen's Union
Bering Sea Fishermen's Union
Bristol Bay Resident Cannery Workers Local 46
Cannery Workers Union (Los Angeles)
Cannery Workers and Fishermen's Union (San Diego)
Chinook Cannery Workers No. 12
Clerical and Allied Workers
Fish Cannery Workers Union (Monterey County, Calif.)
Fish Plant Workers Union (Newport, Ore.)
Great Lakes Tug & Dredge Region
Inland Boatmen's Union
Inland Boatmen's Union of the Pacific
International Union of Petroleum Workers
Marine Cooks and Stewards Union
Marine Firemen's Union
Marine Staff Officers (Pacific District)
Military Sea Transport Union
National Union of Food, Hotel & Beverage Employees
New Bedford Fishermen's Union
Railway Marine Region
Sailors Union of the Pacific
Seafarers International Union-Atlantic, Gulf, Lakes & Inland Waters District
Seafarers International Union of Canada
Seafarers International Union (Great Lakes District)
Seafarers International Union of Puerto Rico
Seafarers International Union (Virgin Islands Division)
Seamen and Waterfront Workers Trade Union of Trinidad
Seine and Line Fishermen's Union (San Pedro)
Seine and Line Fishermen's Union (Monterey)
Shoalwater Bay Oyster Workers' Union Local 14
Staff Officers Association
Sugar Workers Union Local 1 (Crockett, Calif.)
Transportation Services and Allied Workers
United Cannery Workers of Kodiak Island
United Industrial Workers
Western States Transportation Services & Allied Workers

NO ACCOUNT of the first 25 years of the Seafarers International Union of North America could be complete without reference to the two men who devoted their lives to laying the foundation on which SIU members can continue to build a better life for themselves and their families.

Less than half a century ago, an American seaman sacrificed his rights as an American citizen the minute he went aboard a ship. The authority of the master was supreme. Tied to his ship as a virtual bondsman by antiquated maritime laws, the seaman could not even legally raise his voice to protest mistreatment.

MORE THAN any other man, it was Andrew Furuseh, a Norwegian immigrant, who emancipated seamen from the conditions of virtual slavery under which they had lived and worked, and thus justly earned his place in history as the "Abraham Lincoln of the Seas."

Furuseh, who guided the destiny of American seamen for more than half a century, was born in Romedal, Norway, in 1854, and died in 1938, the same year in which both the SIUNA and SIU-AGLIWD were founded.

His greatest triumph, after long years of tireless effort, came in 1915 when, with the help of the late Sen. Robert LaFollette, Sr., he obtained passage of the Seamen's Act—the "Seamen's Bill of Rights"—which brought an end to the conditions of virtual serfdom under which American seamen had formerly existed.

But Furuseh's efforts had their roots much earlier. His activity in behalf of the American seaman, in fact, started the moment he came to the United States in 1880.

In 1887 Furuseh was elected secretary of the Pacific Coast Seamen's Union. In 1891, through amalgamation of the Coast Seamen's Union and Steamship Sailors of the Pacific, he brought about the formation of the Sailors Union of the Pacific, at whose helm he remained until 1935. Thus Furuseh can well be said to be not only the father of the SIUNA, but the father of the entire American maritime labor movement.

THE MAN who succeeded Furuseh as the SUP's chief officer, and who later became the first president of the SIUNA, was Harry Lundeberg, who was born in 1901 and died in 1957. Lundeberg came on the scene at a time when the seamen's union movement had been dormant for more than a decade, after being crushed in 1921 by the Government-supported strikebreaking efforts of the shipowners.

It was Lundeberg who, as head of the SUP, led the West Coast sailors through the bitter strikes of 1934 and 1936 which reestablished militant trade unionism for seamen.

It was Lundeberg also who, in 1938, obtained a charter from the American Federation of Labor establishing the Seafarers International Union of North America, and who, two weeks later, issued the charter establishing the union presently known as the SIU Atlantic, Gulf, Lakes and Inland Waters District.

In these intervening years, members of the SIUNA unions have utilized the solid foundation laid by Furuseh and Lundeberg to build union structures which have not only provided significant economic gains for themselves and their families, both on and off the job, but have also raised them to the level of first-class citizens of their communities and the nation.

