



**New Orleans Dedication.** US Senator Russell Long (above) addresses throng at dedication ceremonies of new hall for Seafarers in New Orleans. Seafarers and guests (below) are shown admiring building's patio. (Story on page 3; photos in centerspread).



**Signing Off.** Brooks Atkinson, retired drama critic and current columnist for the "New York Times," bids goodbye to Oscar Figueroa, passenger utility on the Beatrice. Atkinson and his wife made round trip to and from San Juan on the Kathryn and Beatrice respectively. (Story on page 24.)



**Homework Time.** Just past his ninth birthday April 2, Joseph Cave Jr., son of Seafarer Joseph Cave, brushes up on homework with parents' help. Young Jody was one of first "SIU benefit babies" when Union maternity benefit went into effect in April, 1952. (Story on page 13.)

## Joint Bargaining Action

# Unions File Notice Of Pact Talks

## ILABecomes 9th Member Of NCMB

MM&P, MEBA, SIU, ROU and SOA have notified companies of June 15 contract deadline. ILA has joined National Committee for Maritime Bargaining.

**Story On Page 3**

## SIU Boatmen Win Norfolk Tug Elections

Some 275 tugboatmen employed by Curtis Bay, McAllister and Gateco in the Norfolk area have voted for SIU-IBU representation.

**Story On Page 2**

## Four US Marine Unions Quit ITF

The MM&P, MEBA, ILA and SIU have withdrawn from ITF because of its "unfair" action on SIU-British beef.

**Story On Page 5**



# SIU Boatmen Win Three Norfolk Tug Fleets

NORFOLK—The Inland Boatmen's Union of the SIU won another major election victory when tug workers of three Hampton Roads towing concerns voted for IBU representation in balloting conducted by the National Labor Relations Board.

The clean sweep by the SIU came in Labor Board votes among workers of McAllister Towing, Curtis Bay Towing and Gulf Atlantic Towing. As a result, some 275 additional boatmen will be brought under IBU-SIU contract.

## Only Norfolk Union

In the process, the IBU established itself as the only union of tugboat workers in the Hampton Roads area, by eliminating from the tug picture here the catch-all District 50 of the United Mine Workers. Previously, the SIU-affiliated boatmen had won representation rights for railroad marine employees in this port working for the Chesapeake and Ohio and the Norfolk and Western Railways the two big coal-carrying roads.

## Gateco Big Win

The biggest win for the IBU came in the voting among 120 eligible employees of Gulf Atlantic (Gateco). They voted overwhelmingly 84 to 14 for SIU representation by mail ballot. In addition to doing docking and undocking work, the ten Gateco tugs are employed in barge-hauling operations along the Virginia and Carolina coasts, to Wilmington and Morehead City, North Carolina.

## New Jobless Benefit Law

Legislation providing for temporary extension of unemployment insurance benefits has gone into effect in those states which have agreed to adopt the Federal program. Among the states involved is New York.

The legislation provides an additional 13 weeks of Federal benefits when state benefits have been exhausted.

(For details on the program, see the SIU Social Security Department, page 13.)

At the same time, tugmen of McAllister and Curtis Bay voted 64 to 54 for SIU representation on April 14, with District 50 again coming out on the short end. There were 11 challenged ballots, seven of

them being District 50 challenges and only four by the SIU.

IBU organizers said that a key element in the election victory was the strong support received from (Continued on page 8)

## Bull Line Being Sold; Amcoal To Dissolve

NEW YORK—American Coal Shipping is closing out its ill-fated venture into the shipping industry by selling its last holding, the SIU contracted Bull Line. The subsidiary company is being sold either to McLean Industries, Inc., operators of the SIU-contracted Waterman and Sea-Land companies, or to Kulukundis Marine Inc., another SIU operator, probably the latter.

The new owners of Bull Line are expected to activate long-pending plans to trade in Liberties and seam-type vessels for more modern C-type ships in the reserve fleet. The C-type ships would then be converted into partial or complete container carriers. Legislation providing for such trade-ins was passed by Congress last year.

American Coal Shipping was set up in the fall of 1956 at a time when there was a severe shortage of coal in Europe and a heavy flow of coal shipments out of Hampton Roads. The company announced plans for chartering as many as 80 Liberties from the Maritime Administration for the coal export trade.

To qualify as a legitimate steamship operator for purposes of obtaining Government charters, the company purchased a single Liberty ship, the Chian Trader, and subsequently bought out Bull Line for a sum variously reported as \$28 million and up.

## Bloomfield Has 100% Clean Fleet

HOUSTON—For the second consecutive year, the SIU-contracted Bloomfield Steamship Company has achieved a remarkable record of 100 percent in vessel sanitation on all four of its ships.

### Third Year Running

The notification from the Public Health Service came on April 13, when the company was presented with a PHS Sanitation Award. This is the third year in a row in which the company has qualified for the citation.

PHS awards are issued to steamship companies when their vessels achieve a rating of 95 percent or better on a comprehensive checklist of sanitation items, especially in the food-handling area.

### Rare Rating

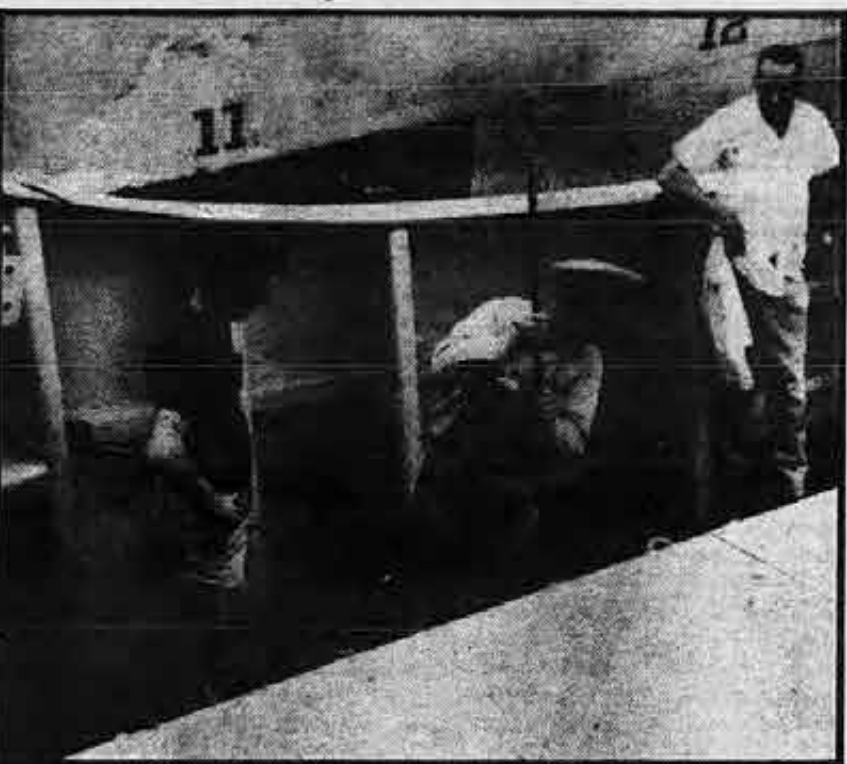
Bloomfield ships have long had a reputation for cleanliness and excellent feeding, with well-run steward departments. Ratings of 100 percent for ships are extremely rare, making the fleetwide rating an unusual achievement.

In a letter of congratulations to the company, M. D. Hollis, assistant surgeon general, declared that "This outstanding record signifies a major contribution to the efforts of the Public Health Service to reduce the incidence of preventable disease."

## New SIU Ship Ready For High Seas



Recently-launched, SIU-manned Del Rio (Delta) is shown before her maiden voyage (top). Below, chief mate Warren Wyman shows how to dog down automatic hatches. Looking on are Seafarers Henry Mass and Lionel Antoine.



## Chlorine Fumes Inhaled By 150 On SS Frances

BALTIMORE—A maritime disaster of major proportions was narrowly averted aboard the SS Frances here when container of chlorine gas sprung a leak. As a result 150 men, most of them longshoremen, had to be treated for inhaling the deadly gas. Many of them were knocked unconscious.

The chlorine fumes were released as the containers were being loaded out of No. 5 hold aft onto a flatcar at Pier 8, Locust Point. Since the wind was blowing from the ship to the dock, most of the longshoremen on the dock, as well as many on deck, inhaled the fumes.

### Quick Action By Chief Mate

Baltimore port agent Rex Dickey credited quick action by the chief mate in saving most crewmembers from exposure to the fumes. When the leak was detected he herded most of the crew to the windward side of the deck and also saw to it that all ports were closed.

Chief electrician Bob Bacon, who spent several hours in the hospital before being discharged, reported that he got a full whiff of the chlorine while heading down the gangway. The result was impairment of breathing, nausea and eye irritation.

## Year-Long Safety Record



Marking a full year without a disabling lost-time accident aboard the ship, Iberville SIU crewmen pose with second six-month SIU safety award issued recently. Pictured (l to r) are Seafarers Nils C. Beck, bosun; J. Jensen, electrician; Horace Carmichael, steward, and Lawrence A. Holt, messman. Steward Carmichael and four other crewmembers (not shown) have been aboard a full year without an accident.

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# Sea Unions Call For Pact Talks

## ILA Joins Nat'l Bargaining Body

**NEW YORK**—The 70,000-member International Longshoremen's Association has joined the National Committee for Maritime Bargaining and will take part in the forthcoming contract negotiations. ILA General Organizer Thomas "Teddy" Gleason formally notified the group that the longshore union was enrolling as a committee member.

In his letter to the committee informing them of his organization's intention to participate, Gleason said that the NCMB appealed to the ILA for several reasons, among them being the fact that each participating union retained autonomy as to negotiation of its own agreements, with others observing and supporting those negotiations. He stressed that "the main issue we are concerned with, and are pleased to say the NCMB is advocating full participation in, is the right of maritime labor to establish itself in a position whereby it will be able to discuss not simply part of, but all of, the problems that affect the maritime industry."

### Panama Closing

As an example of the need for coordinated marine union policy, and action on larger problems, Gleason referred to the closing down of the Panama Line service at a cost of several hundred longshoremen's jobs. This decision, he said, was taken unilaterally "without even the courtesy of an invitation to our international union" to discuss the issues involved.

(The Panama Line, owned by the Panama Railroad Company, which operates the Panama Canal, was discontinued by Administration order. It had been under attack from the American Merchant Marine Institute and particularly from the Grace Line, a competing carrier. SIUNA spokesmen had opposed the closing, particularly at this time, because of its impact on the jobs of a large group of longshoremen and other waterfront workers in a period of recession and high unemployment. The NMU, whose members man the Panama Line ships, had supported the shutdown.)

Gleason declared that the ILA looked forward to future meetings with all the other marine unions

## Union Book Renewals Up

With SIU membership book renewals coming up at the end of 1961 for many Seafarers, applications for renewal have already been made available in all ports. Those Seafarers who have already paid their dues for the full year of 1961 can now apply for and receive a new membership book.

The new books are made necessary by the fact that space for dues payment entries in many membership books runs out at the end of 1961. This would be true for all membership books issued during 1952, when the entire Union book membership at the time received new books and new membership numbers.

Headquarters has emphasized that those who have used up all the entry space in their books should make their new book applications now instead of waiting until the end of the year.

## 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	May 8
Philadelphia	May 9
Baltimore	May 10
Detroit	May 12
Houston	May 15
New Orleans	May 16
Mobile	May 17

participating in the NCMB stating, "We further pledge our full cooperation and support by all sections of our organization in the carrying out of these programs."

ILA representatives, including Gleason, ILA President William Bradley and ILA Vice-President Anthony Anastasio, had been present at the December 16, 1960, meeting at which the Committee was established and its bargaining programs approved. Also represented at the December 16 meeting was Local 807 of the International Brotherhood of Teamsters, which handles most of the waterfront trucking in the New York metropolitan area.

## Dedicate New Orleans Hall; More Than 1,000 Attend

**NEW ORLEANS**—An overflow crowd of more than 1,000 Seafarers, members of their families and guests jammed the 850-seat auditorium past its capacity to participate in dedication ceremonies of the new hall for Seafarers in this port. The April 8 proceedings included

a tribute to the Union and its members from major political leaders in the state, including US Senator Russell Long and New Orleans Mayor deLesseps S. Morrison.

### Complete Union Facilities

The new hall in this city, located at 630 Jackson Avenue, has been in operation since March 6. It includes complete facilities for all Union functions and recreational activities as well as the New Orleans clinic of the Seafarers Medical Program.

In welcoming SIU men and guests to the ceremonies, SIUNA President Paul Hall said that the

new building symbolized the status of seamen as first class citizens in New Orleans. Seamen are recognized as such, he said, "by everyone from the head of the government to the man in the street. This is what we've been striving for."

Senator Long, who made the dedication address emphasized the development of union responsibility both in the civic area and in union concern for the well-being of the industry in which its members are employed.

Similarly, Mayor Morrison applauded the role played by the

SIU in the Port of New Orleans.

After the dedication program, the audience toured the building whose facilities include the large auditorium; a theatre room which can be used as a lecture hall or for the showing of motion pictures and television; the completely equipped clinic which serves as a diagnostic center for Seafarers and their dependents; a cafeteria; a lounge and an outdoor patio; a sea chest store; the hiring hall; Union administrative offices and other facilities.

The cafeteria and lounge area is dominated by a large five-panel mural depicting the history of marine unions. The mural was painted by LOG art editor Bernard Seaman.

### French Quarter Style

Architecturally, the building conforms to the style of the French Quarter with generous use of grillwork, a curved staircase, and large white columns at the entrance to the building. Extensive use is made of shrubbery and sculpture to add to the hall's attraction.

## ILA Gulf Leaders At Dedication



Among ILA representatives present at the New Orleans dedication were Al Chittenden (top, left) and Clarence Henry (top, right), New Orleans; George Dixon (bottom, left), Mobile and Ralph Massey, Galveston.

## Officers, Radiomen, SIU Notify Owners

The plans of the National Committee for Maritime Bargaining to negotiate on an industry-wide basis were advanced last week when the unions involved notified their respective contracted companies of their desire to negotiate a new agreement, effective June 15, 1961.

Meanwhile, the Committee announced that the International Longshoremen's Association had formally agreed to become a full-fledged member of the group. The ILA's action in joining the Committee made it the ninth member union and also made the Committee spokesman for 130,000 workers. The formal notifications to the operators were sent out by the Masters, Mates and Pilots, the Marine Engineers Beneficial Association, the Radio Officers

Union, the Staff Officers Association and the SIU, representing all categories of shipboard personnel. The officers union contracts were scheduled for expiration on June 15. The SIU contract is an open-end agreement.

In its notification to the operators, mailed out on April 8, the SIU declared that it would advise the operators shortly as to specific contract proposals.

The National Committee had previously announced its intention to bargain with the operators on a wide range of issues affecting seamen's job security, going beyond wage and hour issues. Each member union of the group will negotiate its own bread and butter contract issues, with the other member unions participating and having full liaison in all issues.

On the broader issues, the Committee is concerned with developing a program dealing with such issues as the operation of runaway shipping by American owners, assistance to the domestic trades, automation on board ship and on the dock, revision of subsidies to conform with changing patterns of foreign trade, action on the perennial problem of competition from the Military Sea Transportation Service, promotion of American-flag bulk cargo operations and similar matters.

The object of this program is to give American seamen a voice on major economic issues which determine whether or not they can count on reasonably steady employment.

The eight sea-going unions in the Committee hold contracts with operators representing 90 percent of all American-flag shipping. They include the Masters, Mates and Pilots; Marine Engineers Beneficial Association; the SIU Atlantic, Gulf, Lakes and Inland Waters District; the Sailors Union of the Pacific; the Marine Firemen's Union; the Marine Cooks and Stewards Union; the Radio Officers Union and the Staff Officers Association. West Coast union contracts involved expire in September, but they will participate directly in the discussions.

The chairman of the NCMB is Jesse Calhoun, secretary-treasurer of the MEBA, while Captain Charles Crooks, MM&P president, is the Committee's secretary.

## La. Leaders, Union Heads Attend Building Ceremony

**NEW ORLEANS**—The dedication ceremonies of the new hall in New Orleans were attended by a large turnout of political leaders and trade union representatives. They included Senator Russell B. Long, who delivered the dedication address, Mayor deLesseps Morrison, who presented SIUNA President Hall with the key to the city, City Councilman Paul Burke, who welcomed the Union to its new location, and Seymour Weiss, former president of the Dock Board.

### Speakers Include Union Reps

Speakers from the union ranks included Al Chittenden, president of Local 1418, International Long-

shoremen's Association and Clarence Henry, president of ILA Local 1419, both of them New Orleans locals of the ILA; Ed Altman, president of the Marine Engineers Beneficial Association; Victor Bussie, the president of the Louisiana State Labor Council, AFL-CIO; A. P. Stoddard, president of the New Orleans Central Labor Council, and E. L. Williams, AFL-CIO.

The group was also addressed by Charles Logan, employer trustee of the Seafarers Welfare Plan.

SIU Vice-President Lindsey Williams served as master of ceremonies.



# What Ship Charter Terms Mean

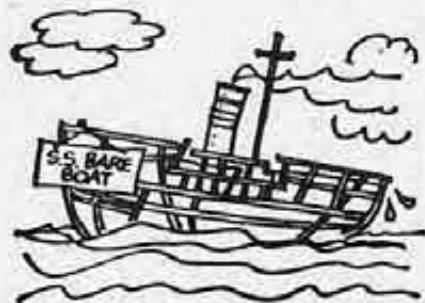
By Capt. Milton Williams

(Ed. note: This is the third in a series of articles written for the SEAFARERS LOG by Captain Milton Williams, formerly vice-president and operating manager of Bull Lines. Captain Williams, who is now retired, will discuss the various phases of American-flag ship operation in these articles from an independent management viewpoint.)

In this article we shall attempt to familiarize the reader with the common terms used in ship chartering, by giving a broad and, of necessity, somewhat sketchy outline of the meaning of the various terms. Most of you, of course, are aware that a charter is merely an agreement between the shipowner on one side and another party to lease or rent a ship or part thereof. The other party may be another owner, a shipper of cargo, or an agent. The term CHARTER PARTY is applied to the agreement signed by both parties and may be compared to the lease for an apartment. Actually, it is a contract.

To minimize disputes, over the various clauses of the charter party, standard forms are generally used. These forms are changed or modified to suit the particular contract in question. Standard charter party forms cover a wide variety of cargoes—coal, oil, grain, sulphur, ore, rock and many others. Special standard forms are used in certain trade routes where conditions warrant them.

**BAREBOAT CHARTER**—As indicated in this type of charter, the shipowner leases the ship to the charterer in seaworthy condition,



with all her fittings and gear aboard, but without a crew, stores, fuel, water, dunnage and so on. In other words, the bare boat. The charterer then assumes all of the expenses of operating the ship, including hiring a crew. The master and chief engineer are, in most cases, hired subject to approval of the shipowner. The operational control is the charterer's, with the owner having no say whatever as to cargo, voyages and routes, provided these are within the scope agreed to in the charter party.

Obviously, a shipowner will not enter into a bareboat charter with any but the most-reputable firms and then only for a long period of time. When the vessel is delivered to go on charter, a survey is made to determine the vessel's condition, with a similar survey on redelivery to the owner when the charter is completed.

The charterer is responsible for all repairs, except those items which can be considered ordinary wear and tear. Upon delivery of the ship, the charterer may elect to keep and pay for the fuel and water on board at the time. Conversely, the shipowner has the same privilege on redelivery. Because of the problems involved, few American shipowners bareboat their ships. However, most Government owned ships, during and after World War II, were operated by private firms under bareboat charter.

**TIME CHARTER**—Under this type of charter, the owner leases the vessel, or part thereof, to the charterers for a fixed period. This may be for one or more consecutive voyages, for a month, two months or more. The charter party for time charters usually defines the trading limits as well as

the type and kind of cargo that can be carried.

The shipowner is responsible for the crew, stores, insurance (again except as provided in the charter) and all operating costs of the ship itself. He pays for the water used by the crew and for galley fuel. All other charges are paid by the charterer, including engine fuel, boiler water, cargo handling charges, pilotage, wharfage, port dues, tolls, fumigation (if required because of the cargo carried) customs, consular fees and the many other charges which are incurred in the operation of the ship in connection with service to the charterer. For example, overtime for the crew caused by the charterer's schedule of working cargo is chargeable to the charterer. The time charter rate is usually based on the ship's known performance, her deadweight and cubic capacity. A survey is made on delivery and redelivery of the ship to determine the amount of fuel and water on board. Damage caused by the charterer's operation are his responsibility.

**VOYAGE CHARTER**—Under this charter, an agreement is reached between owner and charterer for a full or part cargo to be transported between certain ports. This may be one or more ports named in the charter party. A mutually-satisfactory rate is agreed upon in advance and the freight is paid on the amount carried. In some cases a charter is on a deadweight basis, in which case the rate is determined by the amount of deadweight made available.

Unless otherwise specified, the shipowner pays ALL expenses, including fuel, dues, tugs, pilotage, cargo cost, wharfage, insurance and all wages, including crew OT.

**LAY DAYS**—This term has two

meanings in the charter market. In instance it indicates the number of days that were agreed upon, in advance, for the loading and discharging operation. The second meaning indicates when the vessel is required to report, ready to go on charter. The cancelling date indicates when the charterer has the option to cancel if the ship



fails to report at the time stated. If the charter party provides lay days to commence January 10 to January 24, the charterer does not have to accept the ship before the 10th of January, even though the ship is ready before then. Failure to report prior to the time specified on January 24 gives the charterer the right to cancel.

**DEMURRAGE**—The shipowner is compensated here for any delay in loading and discharging over and above the time provided for in the charter party. The rate of demurrage is generally based on the daily operating cost of the ship. There are, of course, exceptions to this rule of rate of demurrage charges.

**DESPATCH**—The time saved in loading and/or discharging a vessel under charter which provided lay days is called "despatch" and referred to as despatch time. Charter parties generally provide for despatch money to be paid to the charterer for this time saved on the cargo operation. Most, but not all, charters provide for reversible lay days—that is, the time used in loading and discharging are added to arrive at the despatch

time and money earned. Despatch money as a rule is one-half of the demurrage rate on the theory that both the owner and charterer should participate in the time saved.

**SPACE CHARTERS**—These are sometimes used by a large shipper to insure that his cargo will not be shut out of a certain ship sailing on a scheduled date. This is usually used with ships on berth services.

**CHARTERING BROKERS and CHARTERING AGENTS** are, as indicated by the terms, intermediaries who represent the owners and charterers in arriving at a satisfactory agreement in the chartering of ships. They do the negotiating and draw up the various clauses, agree on all detail and have their principals sign the charter party. They, like all brokers, act on a fee basis.

## Robin Hood Coffee



It's coffeetime on the Robin Hood as saloon pantryman Juan Ortera prepares to pour some of the steaming brew after the ship docked at the Mooremac terminal in Brooklyn.

## LABOR 'ROUND THE WORLD

**UNPAID OVERTIME IS THE KIND OF PRACTICE** guaranteed to put anybody on edge, and the Hungarian worker is no exception. The Hungarian trade union publication recently carried letters of complaint from several plants about this practice. One worker employed at the Csépel motor works (which became famous as a center of resistance during the 1956 rebellion) charged that at the beginning of the month the work crews are laid off with nothing to do. Then at the end of the month "we have to work day and night, being forced sometimes to stay 16 to 24 hours in the plant without a break." The newspaper noted that no overtime is paid for this practice. Another worker, employed at a shipyard, complains about being turned to at 6 AM on Sunday, and never knowing when the day's work will end.

In some plants, overtime is paid at the expense of bonus money. The newspaper places the blame squarely on the trade union authorities who are supposed to authorize such work before it takes place.

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**RECENT UNREST AND REBELLION IN ANGOLA** has been attributed to the dissatisfaction of African working on the coffee plantations. The International Confederation of Free Trade Unions reports that the plantation workers are subject to forced labor by the Portuguese authorities. Tribal chiefs are made to produce recruits to work on the plantations, and the labor laws of the colony as such can compel the Africans to sign work contracts. Under the law, any African who fails to seek work to improve "their social conditions" can be drafted for public works and signed over to a private employer.

It's no surprise then, to read of uprisings in the back country and the massacre of planters and overseers by the conscripted Africans.

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**TATTLING ON THE BOSS IS BAD FORM** everywhere it seems. A Communist youth organization newspaper published a letter from a collective farm employee in which she complained about falsification of production reports. The letter pointed out that sowing and harvesting were both later than reported and production figures were inflated as well. The Communist publication investigated her complaints and found them justified, also noting that she was fired from the job for writing the letter.

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**WATERFRONT WORKERS IN THE CARIBBEAN** showed some fine teamwork recently in connection with a strike of clerical workers on the island of Grenada. The clerical workers, who were employed by the Nutmeg Association, appealed to the Grenada Trade Union Congress for support. The result was that Grenada dockworkers, members of the Seamen and Waterfront Workers Union, boycotted ships carrying nutmeg. The port operators then attempted to divert all traffic to Trinidad in retaliation, but Trinidad, Barbados and St. Lucia unions refused to handle any diverted ships. As a result, the Nutmeg Association reinstated all the clerical workers with two months' pay and started negotiations.

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**A SPEED-UP BY ANY OTHER NAME** is still a speed-up and still unpopular. That's the conclusion to be drawn after reading the complaints about the operation of the "Socialist Competition" program in Czechoslovakia. The Communist trade union publication "Prace" notes that despite two years of tub-thumping, "at the present time there are only 350,000 workers in the movement of the socialist labor brigades." The paper blames the slow progress of the program on people who "do not have the courage to pledge themselves to such tasks" or those who "are used to working in the routine of old methods."

"Socialist competition" is the Communist label for programs of increasing output per worker, usually through speed-up techniques. By pitting groups of workers against each other in the "socialist labor brigades," the authorities constantly increase the production standard expected of all the work force.

## 'Food For Peace' Goal: \$11 Billion Surplus Cargo

**WASHINGTON**—A proposed "food for peace" program involving the distribution of \$11 billion worth of farm surplus has been submitted to President Kennedy and will probably be transmitted to Congress in similar form. The program would have considerable impact on US-flag shipping and ship employment since a large proportion of these shipments would go on American vessels.

On a yearly basis, the proposed plan would increase farm surplus shipments by about a half-billion dollars. As a long-range effort, the program would draw participation from more foreign nations because it would involve guarantees of stable operation over a long period of time.

Farm surplus shipments are covered by the "50-50" law which calls for shipment of at least 50 percent of all Government-financed cargoes on US vessels. In addition, the International Cooperation Administration, which administers foreign aid programs, recently ordered all cargoes to be carried on US ships where the United States pays the freight costs. If such aid is carried on a foreign-flag ship, the receiving country will have to pay the freight charges.

The proposed expansion of the food program would make its scope world-wide and would result in the shipment of meat, milk, fat, poultry and eggs, in addition to the present grain shipments. In many parts of the world, food would take the place of money for workers on industrial development projects.

## SEAFARERS LOG

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## Cubs Scout Union Headquarters



Mike Carlin, SIU patrolman, explains function and purpose of rotary shipping board to members of a West New York, NJ cub scout pack who were visiting headquarters.

## Tax Men Focusing On Runaway Dodge

WASHINGTON—The Internal Revenue Service is undertaking a special factual survey to determine the extent of tax abuses engaged in by American firms in their runaway operations overseas.

The survey, strongly opposed by the runaway concerns, is being done by the IRS with a view toward correcting the abuses through the enactment of appropriate legislation by Congress.

The study is sponsored by the IRS Office of International Operations and will take an especially close look at companies operating out of the tax-havens of Lichtenstein, Panama, Liberia and Honduras. Runaway shipowners usually operate out of the latter three nations.

Agents of the IRS will try to discover the nature, source and amounts of money that the runaway concerns have at their disposal and do not report on their US income taxes. The key difficulty is in obtaining reports about the inter-company dealings of the more sophisticated corporations. "We may never get the full story," Clarence I. Cox, director of the investigations said.

He said that funds are shifted among the foreign companies and

never returned to the parent American concern. US tax laws do not apply to these funds until they are returned to the US and distributed as corporation dividends.

### Runaway Profit

Runaway shipowners have claimed that they repatriate the profits made by their foreign subsidiaries and these funds are then taxed by the Government. The SIU and other seafaring unions have pointed out that this is not so and that the runaway operators keep their profits overseas or bring them back as interest-free loans, so that they cannot be taxed under US laws.

Present tax laws require that US corporations detail information on the financial transactions between the parent concern and the subsidiary. Transactions between companies held by the subsidiaries or between the subsidiaries—where most of the profits are made—are not covered by the law and the major change in legislation would probably come in this area.

## Four US Unions Leave ITF; Hit Unfair Action On SIU

Four major American maritime unions have withdrawn from the International Transportworkers Federation, the world-wide organization of transport unions.

The four unions, the International Longshoremen's Association, the Masters, Maters and Pilots, the Marine Engineers

Beneficial Association and the Seafarers International Union of North America, all affiliated with the AFL-CIO, sent a cable on April 18 to Peter De Vries, general secretary of the ITF in London, informing him that they were withdrawing from the world transport body because of the "unfair manner" in which it had suspended the SIU over the dispute between the National Union of Seamen of Great Britain and the SIUNA.

The cable also pointed out that all four unions previously had specifically requested that the issues involved in the dispute be referred back to the Seafarers Section of the ITF, but that this request had been ignored and the Executive Committee of the ITF, meeting in Tel Aviv last week, had suspended the SIUNA pending final action by the next ITF Congress.

The organizations said, "that consequently they can no longer be bound by ITF policy and procedure. Our withdrawal is effective as of the date of this message."

The text of the cable to Mr. De Vries, signed by Captain William Bradley, president of the ILA; Paul Hall, president of the SIUNA; Captain John Bishop, secretary-treasurer of the MM&P and Ray McKay, executive vice-president of the MEBA, is as follows:

"In view of the precipitous action taken by the ITF Executive Committee in Tel Aviv in suspending the SIU as a result of the dispute between the SIU and the British National Union of Seamen, particularly after a request by American unions that this question be referred back to the Seafarers Section for resolution was ignored, we hereby record our dissatisfaction with the unfair manner in which you have acted. In light of the ITF action, the undersigned organizations have no alternative but to advise you of their withdrawal as member organizations of the ITF and that consequently they can no longer be bound by ITF policy and procedure. Our withdrawal is effective as of date of this message."

The issue which led to the withdrawal of the four unions arose out of the practice of Canadian and American shipowners in using

British Commonwealth flags to escape North American standards.

As a result of this practice, a written agreement was reached between the SIUNA and Sir Thomas Yates, then head of the National Union of Seamen of Great Britain, in which the British seamen agreed that they would not permit the British flag to be used as an escape hatch for North American shipowners seeking to lower their

wage scales and shipboard conditions.

However, this agreement was never enforced by the British union.

Last summer, when a rank and file revolt broke out in the NUS in a rebellion against contract conditions, tying up ships in various parts of the world, the SIU of Canada gave financial assistance

(Continued on page 12)

## Houston Engineers' Hall Memorializes Kellogg

HOUSTON—Leaders in maritime labor and management paid tribute early this month to the late William G. Kellogg, executive vice president of the Marine Engineers Beneficial Association, at the dedication of the remodeled MEBA hall here.

Among those attending the ceremonies here April 12 were Ed Altman, MEBA international president; Lee Pressman, MEBA general counsel; R. A. Amador, president of the MEBA Houston local; Jesse Calhoun, MEBA international secretary-treasurer; Paul Hall, president of the Seafarers International Union; Ralph D. Casey and William Mullins, president and vice president of the American Merchant Marine Institute, and representatives of shipping interests.

Kellogg, in addition to holding the MEBA executive vice president post, was also a member of the union's National Administrative Committee at the MEBA convention last May. At the time of his death March 17, he was also chairman of MEBA District 1; branch agent in Houston and chairman of the Boards of Trustees of the union's dry cargo and tanker welfare, pension and vacation plans.

A plaque in memory of Kellogg was unveiled at the building by his widow. A brother and two sisters also survive the MEBA leader.

Speaking at the dedication of the building at 314 Broadway, Alt-

man declared "Bill Kellogg's name will stand for many years in the annals of maritime for his accomplishments in representing engineers. The purpose of this dedication is to leave something tangible for posterity."

Pressman praised Kellogg's "highest purpose and profound convictions," and called on the union to carry out Kellogg's ideals and improve the lot of working engineers who sail ships of the American flag.

### Helped Set Up NCMB

Amador and Calhoun noted Kellogg's concern with the families of marine engineers and pledged to finish the agenda of objectives outlined by Kellogg. Kellogg was a key figure in the establishment of the National Committee for Maritime Bargaining early this year.

SIU President Paul Hall described Kellogg as "a fighting man in every sense of the word." Hall said the best way to honor Kellogg is for all maritime leaders to fight for the good of the industry.

Casey of the AMMI noted that Kellogg was "tough but fair and a man whose word was as good as his bond." Other speakers at the dedication of the building were Mullins and William B. Chatfield of Philadelphia, operating manager of Keystone Shipping Co.

## on the ball

NEWS

HEADLINES

IN REVIEW



WASHINGTON, D.C. RESIDENTS GET RIGHT TO VOTE IN PRESIDENTIAL ELECTIONS AS U.S. CONSTITUTIONAL AMENDMENT IS APPROVED.

UN REPORTS WORLD POPULATION DUE TO REACH THREE BILLION THIS YEAR... INCREASING BY 45 TO 55 MILLION ANNUALLY.



RED TROOPS SCORING GAINS IN LAOS AS RUSSIA STALLS ON CEASE FIRE PROPOSALS.



RUSSIA ORBITS FIRST SPACEMAN, BRINGS HIM BACK ALIVE...CIRCLED EARTH FOR 108 MINUTES AT 17,000 MILES PER HOUR, OVER 100 MILES UP.



U.S. PEACE CORPS VOLUNTEERS TO TRAIN AT PUERTO RICO JUNGLE CAMP.



PRESIDENT KENNEDY TO VISIT FRANCE AT END OF MAY, CONFER WITH DEGAULLE ON NUCLEAR TESTING, ALGERIA PEACE, OTHER ISSUES.







# SEAFARERS ROTARY SHIPPING BOARD



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

## March 1 Through March 31

A sharp upsurge in virtually every phase of shipping activity was registered in SIU ports during the month of March. Not only did the job total make a considerable comeback from winter lows but it even approached the boom shipping figures for December. The latter month is traditionally the year's best for job turnover because of men getting off for the holidays.

The total of jobs shipped, 2,689, was 685 jobs more than the February figure. In fact, it was some 500 jobs over the total of class A men left on the beach at the end of the month, which reflects superior shipping opportunities for class A men.

All seniority groups shared in the job rise, with class C, the lowest seniority group, surging to a total of 274

jobs shipped. Class A picked up an additional 363 shipboard berths with Class B getting 207 more spots than in February.

Ship activity showed a rise in every category with 489 ship calls compared to 430 in February and 449 vessels hitting SIU ports in January.

In the face of the rise in ship activity and shipping the registered-on-the-beach total declined.

In the new registration group for chief steward, group 1-S, the figures show a total of 95 men registering in that category for all ports. A truer picture of the group 1-S status will come in the April figures, since chief stewards started shipping exclusively out of 1-S in that month.

## Ship Activity

	Pay Offs	Sign Ons	In Trans.	TOTAL
Boston .....	5	0	10	15
New York .....	43	15	48	106
Philadelphia .....	4	1	26	31
Baltimore .....	21	8	10	39
Norfolk .....	2	0	22	24
Jacksonville .....	6	1	14	21
Miami .....	1	0	8	9
Mobile .....	10	5	7	22
New Orleans .....	11	10	46	67
Houston .....	23	4	65	92
Wilmington .....	0	0	19	19
San Francisco .....	3	4	14	21
Seattle .....	9	9	5	23
<b>TOTALS</b> .....	<b>138</b>	<b>57</b>	<b>294</b>	<b>489</b>

## 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				CLASS B			
	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	CLASS A	B	C	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL
Boston .....	3	9	1	13	0	1	4	5	7	6	3	16	1	3	1	5	0	0	0	0	16	5	0	21	7	14	2	23	1	0	5	6
New York .....	31	80	30	141	1	17	27	45	35	95	20	150	1	25	24	50	0	5	11	16	150	50	16	216	61	112	38	211	3	15	38	56
Philadelphia .....	7	19	7	33	0	3	2	5	5	10	2	17	0	0	5	5	0	0	0	0	17	5	0	22	14	25	7	46	0	6	1	7
Baltimore .....	19	46	14	79	1	13	21	35	13	47	12	72	0	2	16	18	0	0	1	1	72	18	1	91	34	65	16	115	3	26	38	67
Norfolk .....	6	9	4	19	0	14	7	21	8	14	6	28	0	1	5	6	0	0	0	0	28	6	0	34	4	9	1	14	1	5	4	10
Jacksonville .....	8	9	1	18	1	6	5	12	3	5	7	15	5	8	9	22	1	6	6	13	15	22	13	50	7	14	1	22	0	4	2	6
Miami .....	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	4	0	5	0	0	0	0
Mobile .....	9	17	5	31	1	2	3	6	15	23	10	48	3	2	9	14	0	1	0	1	48	14	1	63	23	29	6	58	0	0	6	6
New Orleans .....	31	55	11	97	2	10	24	36	26	42	20	88	3	12	13	28	0	0	4	4	88	28	4	120	60	87	18	165	8	24	31	63
Houston .....	66	102	26	194	7	37	53	97	44	84	27	155	9	33	34	76	0	1	5	6	155	76	6	237	30	40	23	93	5	19	21	45
Wilmington .....	8	10	2	20	1	4	3	8	8	4	1	13	5	3	6	14	3	1	3	7	13	14	7	34	11	15	1	27	2	5	2	9
San Francisco .....	13	10	13	36	1	1	2	4	12	9	8	29	0	0	5	5	0	0	0	0	29	5	0	34	22	26	2	50	3	9	5	17
Seattle .....	14	18	7	39	5	17	10	32	13	27	8	48	6	14	6	26	2	8	8	18	48	26	18	92	13	8	4	25	4	10	13	27
<b>TOTALS</b> .....	<b>215</b>	<b>385</b>	<b>121</b>	<b>721</b>	<b>20</b>	<b>125</b>	<b>161</b>	<b>306</b>	<b>189</b>	<b>368</b>	<b>124</b>	<b>681</b>	<b>33</b>	<b>103</b>	<b>133</b>	<b>269</b>	<b>6</b>	<b>22</b>	<b>38</b>	<b>66</b>	<b>671</b>	<b>269</b>	<b>66</b>	<b>1016</b>	<b>287</b>	<b>448</b>	<b>119</b>	<b>854</b>	<b>30</b>	<b>123</b>	<b>166</b>	<b>319</b>

## 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				CLASS B			
	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	CLASS A	B	C	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL
Boston .....	5	3	0	8	2	2	3	7	1	4	1	6	0	1	1	2	0	1	0	1	6	2	1	9	5	4	1	10	2	0	5	7
New York .....	30	78	9	117	3	85	28	66	19	78	10	107	3	37	16	56	3	19	2	42	107	56	42	205	35	96	18	149	5	28	28	61
Philadelphia .....	2	22	5	29	0	3	2	5	3	9	2	14	0	0	0	0	0	0	0	0	14	0	0	14	1	33	6	40	0	3	6	9
Baltimore .....	6	35	9	50	1	22	12	35	1	43	8	52	2	17	14	33	0	1	0	1	52	33	1	86	12	53	8	73	4	38	28	70
Norfolk .....	4	11	2	17	0	5	3	8	5	2	5	12	1	1	1	3	0	0	0	0	12	3	0	15	5	6	1	12	2	2	3	7
Jacksonville .....	3	12	1	16	1	6	4	11	2	5	2	9	0	6	3	9	0	5	5	10	9	9	10	28	2	8	1	11	0	3	1	4
Miami .....	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	2	0	2
Mobile .....	3	20	3	26	1	9	3	13	4	20	4	28	0	7	14	21	0	8	0	8	28	21	8	57	12	33	5	50	0	4	2	6
New Orleans .....	13	63	8	84	1	18	13	32	14	65	15	94	0	16	11	27	0	5	12	17	94	27	17	138	32	73	6	111	0	26	22	48
Houston .....	32	122	8	162	5	50	35	90	30	92	12	134	3	38	43	84	4	21	6	31	134	84	31	249	35	45	10	90	7	19	9	35
Wilmington .....	3	6	3	12	3	5	4	12	5	6	3	14	1	10	7	18	0	0	4	4	14	18	4	36	1	11	2	14	3	3	4	10
San Francisco .....	7	20	1	28	0	6	1	7	5	11	8	24	0	2	1	3	0	0	0	0	24	3	0	27	6	35	2	43	0	7	8	15
Seattle .....	4	38	6	48	2	8	4	14	5	33	4	42	2	7	8	17	1	7	5	13	42	17	13	72	2	21	7	30	0	4	4	8
<b>TOTALS</b> .....	<b>112</b>	<b>430</b>	<b>55</b>	<b>597</b>	<b>19</b>	<b>170</b>	<b>112</b>	<b>301</b>	<b>94</b>	<b>369</b>	<b>74</b>	<b>537</b>	<b>12</b>	<b>142</b>	<b>119</b>	<b>273</b>	<b>8</b>	<b>67</b>	<b>52</b>	<b>127</b>	<b>537</b>	<b>273</b>	<b>127</b>	<b>937</b>	<b>149</b>	<b>418</b>	<b>67</b>	<b>634</b>	<b>23</b>	<b>139</b>	<b>120</b>	<b>282</b>

## 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					CLASS B			
	GROUP					GROUP				GROUP					GROUP				GROUP				CLASS				GROUP					GROUP			
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL
Bos. ....	1	1	0	0	2	0	0	3	3	—	2	2	1	5	1	0	3	4	0	0	1	1	5	4	1	10	1	1	0	2	4	2	0	2	4
N. Y. ....	20	27	9	64	120	3	6	26	35	—	43	15	60	118	3	2	21	26	1	1	13	15	118	26	15	159	20	53	19	87	179	4	6	50	60
Phil. ....	5	3	3	8	19	1	0	10	11	1	3	3	4	11	1	0	6	7	0	0	1	1	11	7	1	19	4	7	6	9	26	0	0	11	11
Bal. ....	12	7	8	37	64	1	0	13	14	—	19	8	27	54	1	0	7	8	0	0	0	0	54	8	0	62	12	26	11	36	85	4	3	33	40
Nor. ....	1	3	0	4	8	1	0	3	4	1	3	3	6	13	0	0	8	8	0	0	1	1	13	8	1	22	3	4	3	3	13	1	3	4	8
Jac. ....	1	3	2	1	7	0	0	1	1	1	2	2	7	12	1	0	3	4	0	1	15	16	12	4	16	32	2	4	2	2	10	1	0	1	2
Mia. ....	1	0	0	2	3	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	1	2	0	4	7	0	2	0	2
Mob. ....	11	4	4	7	26	0	0	12	12	0	7	2	20	29	0	0	15	15	0	0	0	0	29	15	0	44	11	23	9	32	75	0	0	15	15
No. ....	19	17	16	59	111	1	1	26	28	6	14	11	60	91	1	0	24	25	0	0	12	12	91	25	12	128	13	39	19	100	171	2	1	54	67
Hou. ....	10	32	22	27	91	2	8	42	52	5	26	15	39	85	3	4	50	57	2	1	8	11	85	57	11	153	10	12	15	18	55	7	10	17	34
Wil. ....	2	6	1	6	15	0	1	1	2	0	0	1	3	4	2	1	3	6	0	1	4	5	4	6	5	15	5	6	2	4	17	1	0	4	5
S. F. ....	6	6	2	21	35	0	1	3	4	5	6	1	10	22	2	0	4	6	0	0	0	0	22	6	0	28	2	17	6	21	46	0	1	9	10
Sea. ....	6	8	4	9	27	4	3	15	22	0	12	2	9	23	4	1	16	21	3	2	14	19	23	21	19	63	6	4	3	7	20	5	3	9	17
TOTALS	95	117	71	245	528	13	20	155	188	19	137	65	247	468	19	8	160	187	6	6	69	81	468	187	81	736	90	198	95	325	708	27	29	209	265



## SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



### What's A 'Routine' Accident?

An analysis of the accidents reported to us by SIU companies during 1960 has just been issued by the Safety Department and forwarded to all operators, ships and Union offices. The findings in the 1960 accident analysis reveal no startling differences since 1959; in fact, the overall pattern of a year ago seems to apply again in almost every instance.

This is no cause for alarm or pessimism regarding the progress of shipboard safety campaigns. Actually, the findings for 1960, as they match 1959, confirm what should be obvious to everyone in the industry by now. In essence, they show that maritime work is a risky affair, that many jobs and work practices feature built-in hazards and no amount of safety training and education can possibly eliminate all accidents.

No safety program worth its salt is dedicated to the proposition that all accidents can be prevented since allowance must be made for so-called "human error." We can try, by education, training and constant repetition, to forestall a lot of accidents by making everyone aware of potential dangers in a common-sense manner. This is the objective of the Joint Safety Program of the SIU and its contracted companies.

The value of the statistics accumulated by the Safety Department over the past four years lies in the fact that they pinpoint the problems which require special attention. They also provide us, for the first time, with a reliable body of figures to measure one year's record against the next and to see where our efforts may have fallen down or produced improvement.

On the basis of several years' experience, we can predict, for example, that only one out of every three shipboard accidents is usually serious enough to cause lost time on the job. We know, too, that almost nine of every ten accidents on SIU ships is reported to the department head on board the vessel at some time during the 24-hour period after it occurs.

These findings, and others, are far different than the vague generalities publicized about seamen a few short years ago. The picture we get is not that seamen are a bunch of accident-prone, claim-happy characters; they are hard-working men doing their best in the face of the hazardous conditions that make up shipboard life.

What can be done, and is done, is to highlight what went wrong before and how to avoid the same pitfalls. It's pretty clear that many types of work engaged in when accidents occur are difficult to classify as anything other than "routine duties."

This is because a guy usually takes some care when he's working with something hot, or sharp, or with an acid, but he'll think nothing of taking an extra-quick step, or turning his head or not wearing goggles "just for a second." It's already too late then and his mind isn't on what he's supposed to be doing. All of this is a roundabout way of saying that "routine" accidents are made up of "routine" things that cause most accidents. This is true whether you're on a ship, at the work bench ashore, at home, in the kitchen or on the highway.

It's no secret, however, that the past couple of years have witnessed a sharp and usually noticeable change in work habits aboard ship. Non-skid paints, yellow markers, warning signs and a good dose of common sense fostered by joint safety campaigns are making a difference and are helping to cut down accidents. Work habits don't change overnight but we all can see changes taking place around us. This is all to the good and a welcome omen for the future.

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

## Sea-Land Enters Intercoastal Trade

A new element has been injected into the intercoastal shipping picture with the announcement that the SIU-contracted Sea-Land Service, Inc., is reentering the intercoastal trade. Sea-Land has already put Waterman C-2s on this run on time charters, pending completion of plans to convert

up to five vessels into intercoastal containerships. The converted vessels are scheduled to enter service in the middle of 1962.

The Sea-Land move into intercoastal service came as a result of the withdrawal of the Luckenbach Steamship Company from this trade following heavy losses sustained in recent years. The losses were a direct result of railroad selective rate cutting on such items as California canned fruits and vegetables. Previously American-Hawaiian, currently inactive, had announced plans to build containerships for this service.

Sea-Land admittedly will take a financial beating running C-2s in the intercoastal service until such time as it can get containerships on the run.

### Plan T-2 or C Ship Conversion

The planned trailerships would involve either conversion of T-2 tankers or C-type ships which would be acquired for this purpose. Each of the proposed trailerships would be able to carry 476 85-foot trailer boxes, or more than

twice as many boxes as are now carried by the converted C-2s in Sea-Land's coastwise and Puerto Rico service. Sea-Land already has contracts with a German shipyard for enlarging and converting two T-2s for this purpose, but no work has actually begun as yet. The other three conversions would have to be done in American yards since Congress passed legislation forbidding American operators from signing any more contracts to build midbodies in foreign shipyards.

The total cost of the program is an estimated \$27 million which the company says it will try to raise through private financing.

Sea-Land (formerly known as Pan-Atlantic) had previously operated in the intercoastal trade with conventional C-2s, but got out of the service in the latter part of 1958 as a result of heavy financial losses. However, the company retained the Arrow Line operating certificate for this trade.

Waterman's Fairport, which had been running between the West

Coast and Puerto Rico, inaugurated the intercoastal service on April 16, from Portland, with the addition of New York to its planned itinerary. The Choctaw will start service in the trade from San Francisco on April 28.

### American-Hawaiian Applies

American-Hawaiian, which has been inactive for several years, has had an application pending for some time for construction of three new trailerships carrying 1,000 boxes at a 25-knot speed.

Until Sea-Land reentered the service, the withdrawal of Luckenbach meant that not a single American-flag common carrier was servicing the once-flourishing intercoastal trade. There are no coastwise ship operations left on the West Coast and just two companies, Sea-Land and Seatrain, on the East Coast.

The only ships running intercoastal aside from Sea-Land are offshore ships making intercoastal calls, and vessels such as the Calmar Line ships in the employ of a single industrial firm.

## NY Port Council Opposes Anti-Union Dock Curbs

NEW YORK—The fight against proposed expansion of the powers of the Bi-State Waterfront Commission has shifted to New Jersey as New York Governor Nelson Rockefeller signed legislation opposed by AFL-CIO President George Meany and the New York Port Council of the Maritime Trades Department.

The measure signed by the Governor greatly expands the jurisdiction of the Commission and gives it the right to punish longshoremen and other harbor workers for participating in "illegal" work stoppages.

The Greater New York Port Council of the MTD and the AFL-CIO both raised particular objection to the latter provision which, in effect, gives the Commission a club to hold over the heads of longshoremen should they support strikes and job actions by other unions on the waterfront.

### New Jersey Hearing

Under the Federal law setting up the Bi-State Commission, all legislation governing the commission must be acted on by the legislatures of New York and New Jersey. A public hearing on the issues has been scheduled in New Jersey for April 28 and at that time labor representatives will have an opportunity to testify on the measure.

A meeting of the New York Port Council was held on Thursday, April 20. Delegates representing the member unions of the council heard a full report on the council's activities in fighting the Mitchell Bill and its program for vigorously opposing companion legislation in New Jersey.

In addition to giving the Waterfront Commission authority over strike actions, the Mitchell Bill extends the group's jurisdiction to include many groups of waterfront workers who are not longshoremen, such as chenangoes, and employees of the ILA and of welfare and pension funds in the harbor.

### Prohibits 'Illegal' Stoppages

Under the authority over strikes, the Commission is given broad powers to prohibit alleged illegal interference with the work of longshoremen. Consequently any time any waterfront union posted a picket line, longshoremen who respected that line as well as the

picketing unions could be charged with violating the law and be subject to severe penalties.

Examples of such cases in which waterfront picketing might be deemed illegal include picket lines on runaway-flag ships, such as the Ingres Line beef in which the courts held that the unions did not have the right to hang up the ship. Longshoremen then, would be liable to Commission harassment.

The Port Council has also been

seeking to modify the Waterfront Commission's hearing procedures so that longshoremen would have an appeal from the Commission's decisions to a board consisting of representatives of the employer, the employees and the Commission.

At present, the only recourse for longshoremen is an appeal to the courts, a costly and time-consuming process which they cannot afford.

## Ship Leaky, Eel Proves To Be Handy Fix-It



Capt. Selmer T. Sorensen gives once-over to slippery character which got itself into a hole — on the underside of Alcoa Pioneer and blocked a leak in the process.

MOBILE—Around the Alcoa offices here there's talk of changing the company house flag and substituting the emblem of an eel as a result of a incident involving the Alcoa Pioneer.

The bizarre incident, which made Ripley's "Believe It Or Not," took place while the Pioneer was enroute to Gulfport, Mississippi, from Trinidad. In the course of the voyage, it was discovered that a leak had developed in one of the holds and the ship was taking water on rapidly. Consequently, the vessel headed for the Alabama Drydock in Mobile so that the breach in the plates could be repaired.

However, one day before the vessel was scheduled for drydocking,

the leak stopped as mysteriously as it began. When the ship was put in drydock and the plates examined, shipyard workers discovered that the leak had been plugged by an eel which had gotten halfway into the hold and then jammed in there.

What happened to the heroic eel after that is a matter of conjecture, but the company is positive that it was NOT served to the crew for breakfast disguised as smoked herring.

SEAFARERS

## PORT O' CALL



New York and Baltimore  
675-4TH AVENUE • 1216 E. BALTIMORE  
BROOKLYN BALTIMORE





# THE SIU INLA

## Lakes Tug, Dredge Men Approve IBU Affiliation

**DETROIT**—Members of the SIU-affiliated Dredge Workers Union and Tug Workers Union this month each voted to affiliate with the SIU's Inland Boatmen's Union. The vote means that the two Unions will be governed by the IBU constitution and also a separate Great Lakes constitution.

The presidents of both Unions—Gus Wolf of the Tug Workers and Bob Jones of the Dredge Workers—lauded the results of the near-unanimous vote. They said that such an affiliation would "prove highly successful and beneficial to all our members."

### Vote Results

The results of the voting, showed that the Dredge members voted for affiliation by a 139-26 count and the Tug Workers by a 213-92 margin for affiliation.

With the addition of the two unions in the IBU, the latter group is now composed of three sections,

including the two newly-affiliated unions and other marine workers. Each section will negotiate and ratify its own contracts and will protect the rights of their respective memberships and seniority under provisions in their own constitutions.

The counting and tallying of the ballots was done in the presence of membership-elected committees from both unions after the ballots had been opened by an outside supervisor.

The original recommendation to submit the affiliation proposal to a membership vote was made several weeks ago after the executive boards of the Tugmen and Dredge Workers met and approved the move. Both Unions have been working closely together since their affiliation with the SIU, and have recognized that such a relationship has given them added strength and protection for their respective members.

The two groups of Lakes workers had previously been directly affiliated with the SIU. Their vote to affiliate with the Inland Boatmen's Union of the SIU means they will be working together on matters of common interest with other sections of the IBU membership.

## RMR Sponsors Little Leaguers

**JERSEY CITY**—The familiar SIU "trade mark"—the Brotherhood of the Sea symbol—will be seen in numerous ball parks here next month when a group of youngsters—the Greenville American Little Leaguers—takes to the diamond under the sponsorship of the SIU's Railway Marine Region.

Sixteen youngsters comprise the team and their first scheduled game is in Jersey City on May 7th. Pre-game activity consists of a parade through the center of the city to kick off the start of the season. Dates for future games are being discussed presently.

It's hoped that all Jersey area RMR men who have the time get out and support "their" team on Sunday, May 7th.

WHEN CHANGING ADDRESS ON LOG MAILING LIST PLEASE INCLUDE POSTAL ZONE NUMBER TO SPEED DELIVERY



## RMR Tows Freight To City



New York Dock locomotive with string of freight cars in tow, backs in toward RMR-manned carfloat (left, off camera) where cars will be loaded and transported cross-river.

## Charge Gov't Rates Injure Towing Co's

**WASHINGTON**—A spokesman for inland waterways operators recently blamed the Government for rate wars that result from competition for Government traffic under the Interstate Commerce Act's Section 22 rates. Consequently, he said this caused the barge and towing industry to shy away from such traffic.

The speaker, Robert M. Tyrie of Union Barge Line, pointed out that although the government got itself out of the barge line business several years ago, "it (the Government) is still a powerful force that competes directly and adversely with the regulated common carriers operating on the Mississippi River system."

Tyrie, who was testifying in behalf of the American Waterways Operators, directed the subcommittee's attention to Section 22 of the Act, which permits carriers to perform major transportation for the government at free or reduced rates. This section, Tyrie contended, was in violation of the national transportation policy.

## Norfolk Tugs Vote For SIU

(Continued from page 2)

other AFL-CIO unions, including the Masters, Mates and Pilots, the Marine Engineers Beneficial Association and the Operating Engineers, all of whom urged the tugmen to vote for the SIU and join the AFL-CIO family.

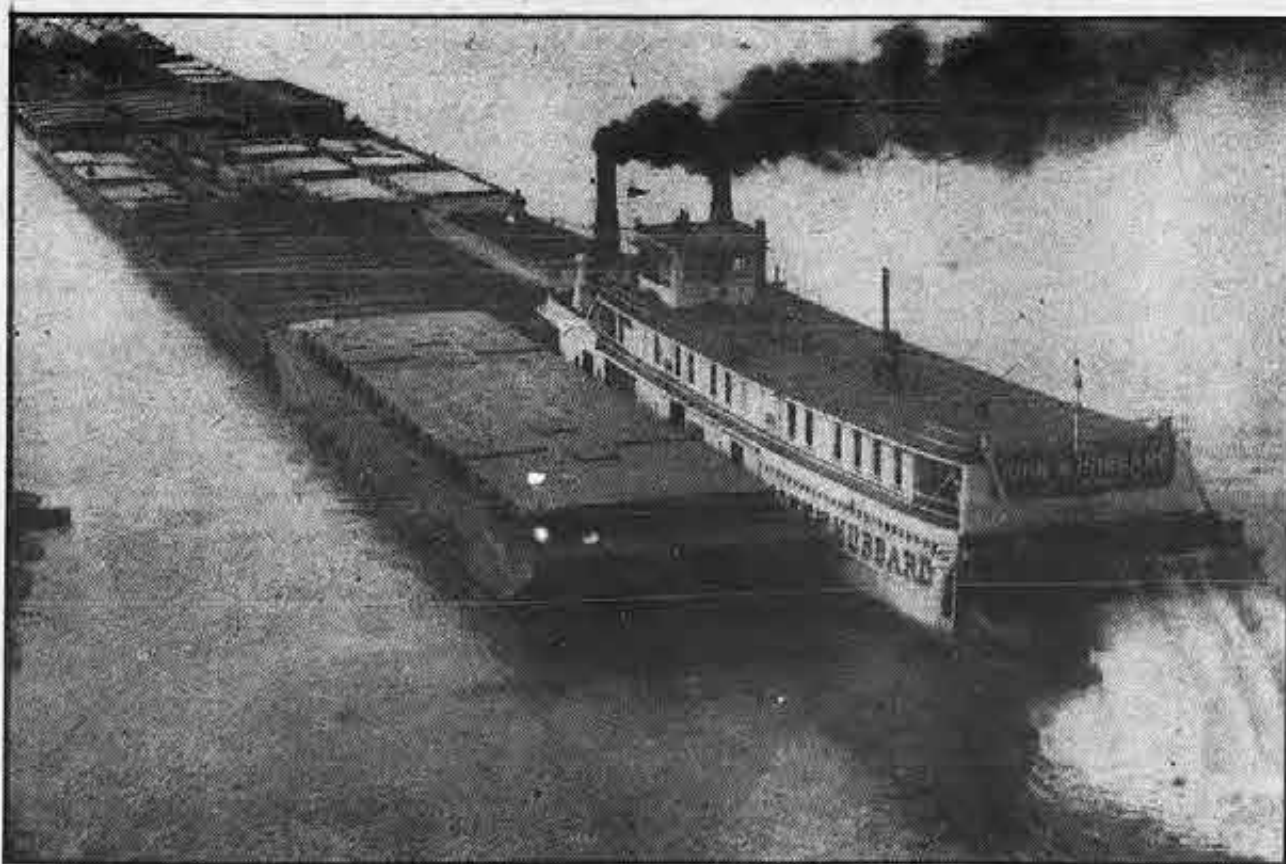
With these three victories accomplished, IBU organizers are now turning their attention to six other companies in the Virginia-Carolina area, all of them presently non-union operations. It is expected that the election victories will give a big boost to the SIU organizing drive.

Norfolk is the latest port on the Atlantic and Gulf coast to go IBU. Other ports in which IBU represents all, or virtually all harbor operations are Philadelphia, Baltimore, Mobile, New Orleans and the Houston-Galveston area. In addition, the IBU represents tug employees in a number of other ports as well as railroad marine employees in New York harbor, tugboatmen on the Mississippi and other inland waters and on the Great Lakes.

West Coast tugboatmen are members of the Inlandboatmen's Union of the Pacific, an SIU of North America affiliate.

The activities of the various inland boatmen, railroad marine tugs, deep sea tugs and harbor craft under the SIU banner are dealt with here. The SIU family includes various groups of boatmen throughout the nation—on the Atlantic and Gulf Coasts, on the Mississippi and Ohio Rivers, the Great Lakes and in Pacific Coast ports. These craft operate in support of deep sea shipping and supplement such shipping in confined waters. Their activities concern all seafaring trades.

## Times Have Changed In Inland Waters



The photo above, taken some twenty years ago, illustrates how things were in inland water transportation during that era. No doubt there are many IBU members around today who may have worked aboard such a towboat, which is shown making its way down the Ohio River enroute from Pittsburgh to New Orleans with 20 barges in tow.

## Making Fast



Deckhand Frank Smith of tug Christina (T & A) makes fast the bowline at Philly pier.



# ND BOATMAN



## SIU Will Affiliate With Rail Labor Unit

**NEW YORK**—In a move to give added strength and representation to its Railway Marine Region, the SIU has taken steps to affiliate with the Railway Labor Executives Association.

The proposed affiliation is the result of a unanimous action taken at the recent SIUNA convention in San Juan. Once the SIU officially becomes a member of the RLEA, it will be the twenty-third major labor union with a railroad membership to join the Association which now represents in excess of one-million workers.

### A Coordinating Body

Though the RLEA has no responsibility as far as collective bargaining is concerned, it functions as a coordinating and policy-making body on legislative and other matters of mutual interest to railway workers — especially proposals which are pending before Government agencies. As such, the organization is the principal coordinating agency of railroad labor in practically all fields of activity.

The RLEA was formed in 1926, immediately following the enactment of the Railway Labor Act. But even prior to this, there had been more or less an informal coordinating body among several railway labor organizations. First

efforts at forming such an interest date back to 1897, when a "Federation of American Railway Employees" was attempted at Peoria, Ill. This, then may be considered the forerunner of the RLEA, and it was survived by other similar, but informal groups until 1926, when the RLEA was officially formed.

Today, the Association holds monthly meetings at its headquarters in Washington, DC. There are usually as many as 50 items on the agenda at these sessions, all dealing with items of current importance to railway workers and their families. Reports from various standing committees—there are eight in all—are received and acted upon; also, consideration is given regularly to the functioning of the Railroad Retirement Board, Railroad Retirement and Railroad Unemployment Insurance Systems, and the operations of the Railway Labor Act and the National Mediation Board. In addition, related legislative matters pending before Congress and state legislatures are given attention at these sessions.

## SIU, Roads In Panel Talks On RR Welfare Benefits

**NEW YORK**—A three-man panel met earlier this month in New York to deal with pending welfare issues which remained unsettled after the railway harbor strike last January.

The panel consisted of a representative for the three maritime unions concerned—the Railway Marine Region of the SIU, the Masters, Mates and Pilots and the Marine Engineers Beneficial Association; one for the railroads plus a neutral member.

The members were Claude Simmons, vice president in charge of contracts for the SIU, as union spokesman and John Gaherin, New Haven Railroad, for management. A neutral panelist, Dr. Donald Shaughnessy of Columbia University, was appointed to the committee by Secretary of Labor Arthur Goldberg, Governor Nelson Rockefeller and Mayor Robert F. Wagner. The latter three officials had participated in meetings which led to the settlement of the harbor strike in January, and the appointment of the group to work out

specific welfare issues stems from an earlier Union-railroad agreement.

The three unions involved had held that railway marine workers were entitled to the same kind of welfare coverage enjoyed by their other members in maritime operations. The railroads had held out for continuation of existing insurance coverage for these workers.

## WC Tugman Lauded For Saving Crew

An IBU of the Pacific member last month was lauded for his courage in rescuing many crewmembers of the Greek freighter Dominator, which went aground in a heavy surf off the Palos Verdes Peninsula, south of Los Angeles.

The IBU rescuer, Felix Luciene, braving heavy swells and winds, maneuvered his company's launch to the scene of the wrecked ship a few hundred yards off-shore to reach stranded crewmembers. The men scrambled down a Jacob's ladder into the launch and were taken ashore by Luciene. For some 48 hours in a row, Brother Luciene made trips to the vessel to bring salvage personnel aboard.

The freighter, a World War II Liberty, and her cargo were valued at an estimated \$1,000,000.

## Discuss IBU Dredge Pact



Dredge Workers' President Bob Jones (standing) discusses contract proposals with Local 25, Operating Engineers at Detroit meeting. Seated, right is Local 25 President Steve Leslie and Bill Hoch, business representative.

## Carriers' Losses Laid To Rate Cuts

The Interstate Commerce Commission, after investigating last year's declining profits of waterways and other common carriers, has concluded that the condition can be blamed on "competitive cutting rates" of the carriers.

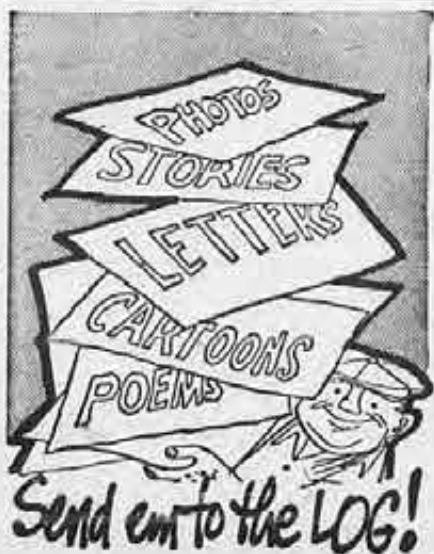
In seeking to alleviate this situation, the ICC has proposed a special 14-point plan that urges Congress to strengthen the Commission's regulatory function. Points of the plan include:

- The renewal of its request that the water carrier bulk commodity exemption be repealed.
- A request for authority to prescribe safety operations for private carriers.
- A provision calling for the voluntary establishment of through rates and joint rates between different water and motor common carriers between Alaska and Hawaii and other states.

## On The Scene With Baltimore, Philly Tugmen



IBU crewmen of various tugs in Baltimore and Philadelphia were caught by photog during recent visit to the two outports. In top photo, cook Sam Roman (standing at left) watches hungry crewmen toss down victuals aboard Tug Brand (Curtis Bay) in Philly. Seated from left are Lou Rollo, deckhand; Sam Roman, Jr., mate; Ronald Enoch, engr., and Pete Turner, skipper. For hard-working tugboatmen, there's nothing like sitting down to a well-prepared meal, and those on the Tug Brand are no exception. There was good, hot food—and plenty of it—when this photo was made. Bottom left (l to r.) Ed Kerpisz, R. F. Schwatka and J. Hamilton confer with Balt. IBU patrolman Ray Herold aboard Tug Britannia. Herold was on a routine servicing visit to the Britannia. Right: Philly IBU rep. John Hoare (at left) conducts Union business with Henry Gordon, fireman, aboard Tug Justine.







# THE GREAT LA

## SIU Wins Welfare Plan On Lakes

### Contract Gains Also Obtained

DETROIT—The long-sought comprehensive Welfare Plan has been won for Lakes seamen and their dependents as a result of negotiations completed between the Great Lakes District and contracted operators.

As a result, seamen and their families on the Lakes are now enjoying the benefits of comprehensive welfare coverage (see story on this page.)

At the same time, Lakes negotiators have won an improved contract which provides for four to six-cent hourly increase as well as a strengthened Job Security Program to cover in-season lay-ups.

Great Lakes members in all port meetings April 3rd overwhelmingly ratified the new agreement. All increases are effective March 1.

The amendment in the Job Security Program provided that when a vessel lays up during the operating season, the crew will be reassigned within that fleet on the basis of their seniority.

Secretary-Treasurer Fred Farnen said that the amendment would "provide for employment of high seniority men immediately" while maintaining the rights of low seniority men to have first call for vacancies as they arise.

A major result of the collective bargaining talks was the agreement with the operators to the SIU-sponsored Great Lakes Seamen's Welfare Plan.

The employers have agreed to contribute 95 cents per man per day for each unlicensed crew member covered by the plan in their fleet beginning April 1, 1961.

The Welfare Plan is operated and administered by six trustees, three of whom represent the SIU and three represent the employers.

At the first meeting of the trustees in Detroit on March 29 the trustees agreed to the establishment of benefits to be paid under the Welfare Plan.

The benefits are:

- Death benefits coverage of \$4,000.
- Reimbursement of the actual costs of room and board for the seaman on the basis of a semi-private room for a maximum of 120 days.

The SIU Great Lakes Union is a union of, by and for Great Lakes seamen which has made tremendous progress in advancing the security of SIU men sailing under its banner. One of its greatest accomplishments is the seniority and job security system which gives Lakes men protection under the seasonal shipping set-up. Once confined to inland waters, activities of SIU men on the Lakes now have greater significance with the opening of the Seaway and its use by hundreds of deep sea ships. The Lakes have become America's fourth seacoast and developments there are of increasing interest to all men in the SIU family of unions.



Meeting in Detroit to approve benefits for the newly ratified Welfare Plan are members of the Plan's Board of Trustees. Seated (l. to r.) are Al Valentino, Dan McCarthy, Robert Stack, trustees representing the employers; Stanley Thompson, employee alternate; Ed Doherty, Ray Denison, Fred Farnen, representing the employees; standing, James Lucier, Troy Browning, employer alternates.

- Full cost of hospital extras while in the hospital for laboratory fees, x-ray fees, costs of drugs and medicines, anesthesia fees and costs of other services for diagnostic purposes up to \$200.

- A surgical benefit up to \$300 fee by a licensed surgeon.

- An in-hospital benefit of \$14 per week to eligible members in a PHS Hospital.

- Sickness and accident benefit of \$56 per week while under the care of a licensed physician for a maximum of 26 weeks for employees who become unfit for duty by reason of sickness or accidental injury aboard ship. Eligible men in USPHS Hospitals and all persons out of hospitals who are not fit for duty receive this. Men in private hospitals do not receive this benefit while they are in the hospital but are eligible when they are discharged and remain unfit for duty. The sickness and accident benefit is paid when men are hospitalized

or under a doctor's care while employed by an SIU-contracted company.

- Special disability benefit of \$100 per month to men totally disabled with 4,380 days of employment with SIU companies. The benefit is retroactive and time already served on all SIU vessels counts towards this benefit. Eligible members can collect this benefit in addition to social security benefits and may also have an income up to \$1,200 per year.

- A maternity benefit of \$150 is paid regardless of whether the birth is in a hospital or not.

- Under provisions of the Plan the wife and dependent single children under 18 of eligible SIU members are also eligible for hospital expense benefits, including room and board and hospital

extras and for the surgical expense benefit.

To be eligible for benefits under the plan a SIU member must have 90 days of work in the previous calendar year and one day of work in the past six months.

### Shipping Doubles In End Of March

DETROIT—The number of men shipped during this period more than doubled over the previous period as the Great Lakes shipping season got underway. The total number shipped is 393 compared to a total of 198 for the previous period.

The port of Detroit again shipped the largest number of men with a total of 141. The port of Toledo showed a large increase over last period from 38 to 135 men shipped putting that port in second place.

Only two Great Lakes ports reported no men shipped: Cleveland and the far-northern port of Duluth.

Frankfort shipped 96 men, Alpena, three; Buffalo, 14; Chicago, four to round out the totals.

The shipping summary shows 168 deckhands, 163 engine, and 62 stewards department men shipped during the current period.

As the shipping season swings into high gear next month's report will show a large increase in the number of SIU members shipped.

### SIU Great Lakes Union Halls

HEADQUARTERS  
10225 W. Jefferson, River Rouge 18, Mich.  
Vinewood 3-4741  
Fred J. Farnen, Secretary-Treasurer  
Stanley F. Thompson, Asst. Sec. Treas.  
ALPENA ..... 127 River St.  
Norman Jolicoeur, Agent Elmwood 4-3616  
BUFFALO, NY ..... 735 Washington St.  
Roy J. Boudreau, Agent TL 3-9259  
CHICAGO ..... 8383 Ewing Ave.  
Ernest Aubusson, Agent  
South Chicago, Ill.  
Saginaw 1-0733  
CLEVELAND ..... 1420 W. 25 St.  
Stanley Wares, Agent MAIn 1-0147  
DULUTH ..... 312 W. 2nd St.  
Gerald Westphal, Agent RANDolph 2-4110  
FRANKFORT, Mich. .... 415 Main St.  
Address Mail to: P.O. Box 287  
Floyd Hanmer, Agent ELgin 7-2441  
TOLEDO ..... 120 Summit St.  
Ed Doherty, Agent CHerry 8-2431

### New Fleets Ratify Rules

Crewmembers of the Boland-Cornelius fleet, Steimbrenner, Buckeye and Pioneer have ratified their first working rules agreement with their companies since voting for the SIU in 1960.

Upon completion of negotiations with the companies, the SIU reported to the members in separate special meetings in all Great Lakes ports, and outlined the agreements clause by clause.

Crewmembers of these fleets are being recalled on the basis of the SIU's Job Security Program. Those men who are members of fleets operating fewer vessels this year have an opportunity to take jobs in other fleets while retaining seniority in their own fleet.

The SIU urges members who have not been recalled to register at SIU Great Lakes halls so that they may take jobs with other companies when they are available.

The Union pointed out the advantages of seamen who voted for the SIU in 1960 which clearly shows the benefit of the Job Security Program. Seamen in non-SIU fleets which have reduced operation are either without jobs or are seeking them in other industries or through lake carriers.

### Covers Seamen And Families

The Great Lakes Seamen's Welfare Plan which was ratified by District members April 3 provided for extensive benefits covering health insurance, surgical coverage, sickness and accident benefits, a special disability benefit for long term employees, coverage for dependents, and maternity benefits.

The Plan and its benefits became effective April 1. To be eligible for benefits, seamen must have at least 90 days of employment in the preceding calendar year and one day of employment during the last six months. The employment must be served aboard a vessel whose owners have signed the Plan. Virtually all SIU-contracted companies are parties to the Plan.

#### Notable Welfare Gain

SIU Lakes Vice President Al Tanner hailed the plan as a "notable and outstanding contribution to the welfare and security of SIU members and their families."

The Plan is operated and administered by six trustees, three selected by the operators and three named by the SIU. Union trustees are Fred Farnen, secretary-treasurer; Stanley F. Thompson, assistant secretary-treasurer and Ray Denison, international representative.

Companies are: American Steamship, Tomlinson, Reiss, Erie Sand, Erie Navigation, Midland, Redland, Gartland, Wyandotte, Huron, Penn-Dixie, Chicago-Duluth, Wisconsin-Michigan, Boblo, Browning, McCarthy, Roen, Michigan Tanker, Pioneer, Kinsman and Toth, Browning Tanker, Boland & Cornelius and Steimbrenner. Buckeye, which is undergoing a management change, has not yet signed but has given an oral commitment.

A claim for benefits must be submitted, in writing, to the Plan's administrator within 90 days following surgery disability or discharge from the hospital. Claims for the death benefit must be submitted within one year from the date of death.

The death benefit will be paid to the beneficiary named by the beneficiary named by the SIU member. Forms will be provided to all members for the purpose of naming their beneficiary and enrolling their dependents.

#### Claims Must Be In Writing

It was stressed by Tanner that all SIU members should name a beneficiary and fill out their enrollment card as soon as possible.

Tanner also called attention to the fact that dependents are limited to a member's wife or unmarried children under 18 years of age, including stepchildren, if they have been living in the member's home for the entire previous calendar year and have received the major portion of their support from the member.

Dependents are eligible for the Plan's hospital benefits, including room and board and extra hospital services, and the surgical expense benefit.

The maternity benefit of \$150 is payable in place of all other benefits.

### Great Lakes Shipping

March 11, 1961 Through March 31, 1961

PORT	DECK	ENGINE	STEWARD	TOTAL
Alpena	1	1	1	3
Buffalo	0	13	1	14
Chicago	1	3	0	4
Cleveland	0	0	0	0
Detroit	66	56	19	141
Duluth	0	0	0	0
Frankfort	37	37	22	96
Toledo	63	53	19	135
TOTAL	168	163	62	393



# KES SEAFARER

THE GREAT LAKES SEAFARER



## Spring Comes To Lakes; Shipping Outlook Hopeful

DETROIT—Despite late season snowstorms and other unsettled weather, shipping on the Lakes is getting underway full blast. In the face of bleak forecasts by shipowners, Lakes seamen are hopeful on the long-range shipping outlook for the year.

The early part of April saw massive ice break-ups on the Lakes, but most ports were ice-free by the middle of the month with minor exceptions.

Doleful predictions as to poor shipping may not be as valid as indicated, although iron ore stockpiles are admittedly at record highs.

Forty-three SIU-contracted vessels have already started their fit-outs. Three more vessels: the Detroit Edison at Manitowoc; Diamond Alkali at Sturgeon; and the Henry LaLiberte at Buffalo were scheduled to begin their fit-outs on April 17.

Several companies have already announced their plans for the 1961 navigation season. Gartland will operate all seven of their vessels. Other companies that have announced plans to operate their entire fleets are: Wisconsin-Michigan, Wyandotte, Erie Sand and Gravel, Chicago-Duluth, Michigan Tanker, Penn-Dixie, Erie Navigation and Roen.

Boland and Cornelius will operate 15 of their vessels this season and the Reiss fleet has announced plans to put 11 of their ships on the Lakes this

## Member's Letter Cites Blood Bank

DETROIT—The importance of the SIU Blood Bank to members and their families was again demonstrated when a letter from SIU member Alfred S. Matulewicz, of Bay City, was read at the March meeting of the Great Lakes District.

The letter, addressed to all SIU members reads:

"Your contributions of blood, your thoughtfulness, your warm response . . . words cannot describe or elevate our thanks.

"In the past you have come to help . . . in the present you are still helping . . . in the future you and I shall help our brothers and their loved ones.

"My wife, Romaine, has asked me to relay this message to you. In her daily prayers she shall ask God to guide you, to protect you, to lighten your burdens. I, too, shall ask God this small favor.

year. This is the number of vessels that Reiss laid up last year.

Recently, in Detroit, the major automotive producers have announced plans to step up production in the spring and early summer and their economists have predicted that the market for automobiles will pick up drastically this summer.

Early venturer on the Great Lakes, the SIU-contracted auto-carrier George H. Ingalls (McCarthy) is trapped in slush ice. Two Coast icebreakers are shown clearing a path to the vessel while the tanker Mercury waits its turn to be freed. Lingering winter weather has hampered shipping.

'For Greater Job Security . . .'

## Tells Why He Joined The SIU

Sometimes when you hold the same job for a long time you begin to take for granted the many advantages you have. One of the many new SIU members is Wayne Flanery, ordinary seaman, who has been sailing on the Great Lakes for only one season.

His story of the advantages of Great Lakes shipping, particularly on a SIU ship, points out the improvement in conditions on the Lakes which were won by the SIU and which are enjoyed by its members.

Flanery, a 24-year old lifelong resident of River Rouge, Michigan, worked in a steel mill before deciding to become a Seafarer.

The reason for the change? Flanery, cited "the greater job security I enjoy as a seaman."

He told of being laid off a great deal of the time while at the steel mill. "Sometimes," he said, "you wouldn't even be given a notice. Just told not to come back until they called you."

He said that as a seaman "work is steadier and I really enjoy it, especially after working inside the steel mill."

Flanery's first vessel was the Ashley of the Pioneer fleet. He also sailed on the Philip Minch for two months and laid up the Dow Chemical of the Boland fleet following the winter run.

Although Flanery says that the work in the winter is harder, he added that he wouldn't mind going through it all again. The decks are icy and extra care has to be taken to insure that the cargo doesn't freeze. "But it's interesting and I'll do it again," he said.

The SIU was given a good deal of praise by Flanery for its Job Security Program: "I really appreciate that after my years in the

steel mills. They had you guessing all the time," he said.

The SIU efforts to improve working conditions were also praised by Flanery. He recalled working on a non-SIU ship. "They used

to call me out seven times a day," he said, "and then when they they didn't need you they let you stand around. This was supposed to make up for the overtime hours you put in," he added.

## Lakes Port Reports

### Late Duluth Ore Start

DULUTH—Port Agent Gerald Westphal reports that the Great Lakes shipping season will probably be opened in Duluth by a foreign-flag ship rather than the traditional Great Lakes Ore Carrier . . . Indications are, that due to the large stockpiles of iron ore in lower lake docks, the iron ore season will get a late start . . .

### Detroit Picks Up

DETROIT—Shipping in the Port of Detroit has continued to pick up and a few temporary jobs have been shipped to various vessels. Detroit has been busy with ships fitting out and with contacting crew members on these vessels. Six vessels have been serviced by this port since the last report.

### Cleveland Opens Season

CLEVELAND—Stanley Wares, Cleveland port agent, reports that the first man to open the season was Eric Sager, a member of the Steinhilber fleet, who reported, in line with the Seniority Program, aboard the ship as an oiler. First SIU ship to enter the port

was the J. B. Ford, a Huron Portland Cement ship . . . Reports from Columbus, the state capital, are that the SIU letter-writing campaign in the fight to amend the Ohio unemployment compensation law was the major factor in getting a hearing scheduled on the bill.

### Toledo Is Busy

TOLEDO—The Port of Toledo is again looking like a busy shipping center, report agent Ed Doherty. Most of the ships that laid up are either now fitting out or have scheduled the fit out for the near future. While shipping has been good the port still has a lot of men registered and available for jobs.

### Alpena Opened March 31

ALPENA—Port Agent Norman Jolicouer reports that for the second consecutive year the port was officially opened by the J. B. Ford, which arrived March 31. She was followed by the S. T. Crapo and the M. V. Townsend. The E. M. Ford is undergoing repairs in Superior, Wis., and the crew is anxiously awaiting their call.

A "substantial" increase in export grain traffic for the Great Lakes and St. Lawrence Seaway in 1961 was predicted by Robert C. Haldeman, Department of Agriculture transportation economist.

He said that the increase on Seaway grain shipments for this season was due to "more adequate transfer facilities at the Great Lakes ports and deepened harbor and channel depths."

Since 1958 the share of grain inspected for export has shown a decline from 22.6 percent to 16 percent at North Atlantic ports. 1958 was the year prior to the opening of the seaway.

Grain shipments from Pacific ports dropped from 21.3 percent to 18.9 percent and Gulf port shipments declined from 52.4 percent to 51.1 percent, according to Haldeman.

At the same time, the share of grain shipments from Great Lakes ports showed an increase from 3.7 percent in 1958 to 13.9 percent in 1960.

The increase in Great Lakes grain shipments meant little to the American seaman in the past as foreign flag vessels virtually captured the entire grain trade, re-

sulting in the loss of scores of grain cargoes heretofore carried on American Lakes ships.

The recent order signed by President Kennedy, directing that where transportation costs of foreign aid cargoes are paid by the United States they are to go on American vessels, is being counted on to increase the share of the growing Lakes grain trade for US shipping.

**Mackinac Men Vote For SIU**

ST. IGNACE, Mich. — The SIU was chosen overwhelmingly by the seamen of the Mackinac Transportation Company in a National Mediation Board representation election here.

The seamen of the two-vessel company, which operates year round carrying railroad cars between Mackinaw City and St. Ignace, renounced the Independent Mackinac Straits Seaman's Union by a 15-8 margin.

The representative election victory is the first for the SIU in its 1961 organizational campaign and follows on the heels of four major election victories in 1960. SIU is preparing to file for elections in the Interlakes Steamship Company fleet of 30 vessels and the American Steel and Wire fleet which operates one ship.

The two Mackinac ships are the Chief Wawatun and the Saint Marie.

Arnold Transportation has begun service between Mackinac Island and St. Ignace by putting the M. V. Mackinac Islander into service.

### Buffalo End Shifting

BUFFALO—The season was officially opened with the fitting out of the Norman W. Foy. Agent Roy Boudreau also reports that crews have been called for the Henry Platt and the Harry Findlay. Checks are being held for the crewmembers of the Platt for disputed overtime that was settled with the company during the winter. Shifting jobs, which came to an end with the last gang being shipped to the LaLiberte, accounted for approximately 300 jobs since the SIU took them over in January.

### Frankfort Ships 65

FRANKFORT—Shipping has picked up in Frankfort, agent Floyd Hanmer reports. Last month 65 men were shipped. The crew of the Ann Arbor No. 5 was called back on March 21. The ship, laid up since December 8, 1960, is now running on a 20 and 8 schedule . . .



## Still Fit For Duty At 83



Taking care of some business in headquarters with patrolman Marty Breithoff is Joseph E. Caron, 83, the oldest active SIU member. Caron, who scorns talk of retiring, ships as a night cook and baker. A veteran of the American Coal beef, he was last on the *CS Norfolk*. Now living in Norfolk, Va., with his wife, Caron has three married daughters.

## YOUR DOLLAR'S WORTH

### Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

### Drive On Against Price-Fixers

Ever notice how all the major brands of tooth paste and other toiletries cost the same; that major brands of breads have the same price tag; that many of the milk companies on your route are likely to charge the same price; that even diaper services and other services in your area charge the same rate?

The price rigging of electrical equipment for which several corporation executives recently were jailed, actually is only a small part of the price fixing that goes on, and that compels you to pay high charges for many necessities.

In the drug business, the tendency of manufacturers to exact the same fee for vital drugs, such as the antibiotics, compels you to pay from two to eight times as much as these drugs normally should sell for, investigations have shown.

For example, Dr. Wachtel, medical director of the Nassau County, NY Public Welfare Department, tells this reporter that encouraging doctors to prescribe drugs by their generic (scientific) names rather than by brand names, has reduced the prices of prescriptions often by one-half.

In the bread business, a survey by a firm of management directors found that local bakeries often get together to set the prices at which they will sell to stores.

In the milk business, the Government itself, and in some cases state authorities, encourage price fixing by limiting licensing of dealers, and by fixing the prices farmers are paid for milk, often to the detriment of the farmers as well as you, the milk consumer.

Then the dairies themselves frequently fix the prices on the retail level. The Federal Trade Commission recently charged that two big mid-Western dairies had conspired to fix prices in Kansas, Missouri, Kentucky and Illinois and had coerced their competitors into maintaining these prices.

In the auto-parts industry, the Federal Trade Commission has cited a number of manufacturers and wholesalers for regulating the prices at which they sell repair parts, seat covers and other car needs.

One of the toughest situations is in the bread business. It is a fact that bread could be priced as much as seven cents a loaf less than it now sells for if the distribution problems of the bakers could be solved.

But what happens is that the bakeries tend to set their prices at the level required by the highest-cost bakeries. This allows the chain stores an excellent opportunity to bring out their own brands of bread at a lower price than the advertised brands. Since the chains do not have the same distribution problems as the bakeries, such as servicing a large number of small stores, they can under-cut prices just a little and still make a satisfactory profit.

How can you protect yourself from this widespread price-fixing? In the last analysis, the situation can only be corrected by vigorous action by the US Justice Department, the Federal Trade Commission and your own state authorities.



# Runaways Evade Bid To Block Them From Red Oil Charters

NEW YORK—Standard Oil of New Jersey, the world's biggest oil company, has virtually admitted that it is impossible to keep runaway flag and other foreign-flag operators from carrying oil for the Russians. Consequently, it is reported, the company is now considering modification of its

statement of last July when it declared it would not give charters to any tanker operators who dealt with the Russians.

The "Journal of Commerce," authoritative business publication, reported in its April 7, 1961, issue

that in the months since the warning "it appears the Russians have encountered little difficulty in arranging tanker charters for their oil, despite the Jersey Standard warning of last July . . ."

News of this development is re-

garded as another blow to the theory of "effective control" peddled by the major oil companies. The theory held that runaway-flag ships could be considered as being under the "effective control" of the US and could be counted upon to abide by US policies in war and peace.

The "effective control" theory was seriously undermined last summer when several major runaway tanker operators took on long-term charters to carry Russian oil in international trade.

The SEAFARERS LOG pointed out at the time the only "control" exercised over the runaways "consisted solely of these lucrative charters in American dollars. As long as US oil companies dangled dollars under the noses of the runaways, the US had 'effective control.' But when the charter market got an attack of anemia and the Russians started offering fatter rewards, the runaways suddenly forgot their 'loyalty' to the US . . ."

## Supreme Court Upholds Hiring Hall Legality

WASHINGTON—The US Supreme Court has, in effect, declared union hiring halls legal under the Taft-Hartley Act.

The high court voted 8-0 to uphold the legality of the hiring hall providing there is no discrimination against job seekers on the basis of union membership.

The decision was made in two cases involving the International Brotherhood of Teamsters. The Teamster locals involved maintain seniority lists, rating workers regardless of union membership.

### Reverse NLRB Ruling

The high court decision reverses a National Labor Relations Board ruling which found the hiring halls of the locals involved illegal on the ground that they coerced union membership. The Board said that a hiring hall managed by a union could be legal only if certain measures were taken, including permitting the employer the right to reject anyone referred by the union.

Justice William O. Douglas, who

wrote the opinion of the Supreme Court, said that the NLRB tried to rewrite the Taft-Hartley law, which does not ban the union hiring hall. Douglas said that provisions for seniority ratings regardless of union membership make the hiring hall conform to the law.

## THE INQUIRING SEAFARER

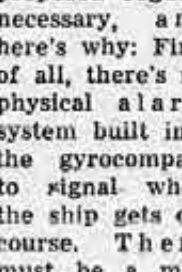
Question: What is your opinion of a Coast Guard proposal that a helmsman may not be ordered away from the wheel while the "iron mike" is in operation? (Asked aboard the Robin Hood).

Steve Bergeria, AB: I think this proposal has its merits. On wheel-



watch, I have seen the iron mike conk out dozens of times. If you're not watching, (maybe you've been sent to the paint locker by the mate), the ship can swing off course many degrees—depending on how long you've been gone from your post. Even when a mate tells you he'll take over, this is not reliable because he has his own duties.

Ammon Pabe, AB: I think the proposed regulation is absolutely



necessary, and here's why: First of all, there's no physical alarm system built into the gyrocompass to signal when the ship gets off course. There must be a man to watch this indicator. If no one watches this instrument, that means trouble, because when two vessels are traveling toward each other at 15-20 knots an accident could occur within a matter of 15 minutes.

Julio Napoleonis, MM: I think this would be a good idea. I ob-



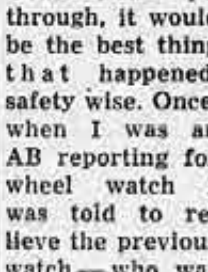
served an incident last year on a tanker that relates to this situation. The mate was on the bridge alone and had apparently sent the OS on watch to paint nearby. He then saw a ship closing fast and ran to the OS to get him back on the wheel. Had there been a collision, it would have been bad for the mate to have been on the wheel.

Keith Donnelley, 2d elec.: Auto-



matic gadgets such as the iron mike—and in the case of my department, the Bailey Board—are utilized in the interest of economy. Nevertheless, such controls are constantly subject to failure and because of this, need a man to watch them. In short, manual control over machines is an absolute necessity. I feel that the proposal put forth is in the interest of safety.

George Stanley, carp.: If the



Coast Guard put this regulation through, it would be the best thing that happened, safety wise. Once, when I was an AB reporting for wheel watch I was told to relieve the previous watch—who was painting atop the radar mast. From time to time during the next four hours the mate would call me down to change course—even though this mate had the responsibility on the bridge himself.

C. Terry, bosun: Certain ships on



which I've sailed have a right to work a wheel watch elsewhere—if such vessels are equipped with an iron mike. The point is you can be ordered to work on the wings and the flying bridge when you're supposed to steer—but when you're doing the latter job and have to visit the head, the mate invariably requires you to get a relief before you can leave the wheelhouse.



# SIU SOCIAL SECURITY DEPARTMENT

## Boys Edge Out Girls In 4,307 SIU Benefit Babies Since '52

The pioneer program of its kind in the maritime industry, the nine-year-old SIU maternity benefit program has provided SIU families with \$861,400 in cash payments since it began in 1952. The total represents 4,307 baby benefits paid through the end of March.

In addition to the regular \$200 cash benefit for each youngster from the SIU Welfare Plan, the Union has issued US savings bonds in the name of each child with a total maturity value of \$107,675. A unique feature of the program is the payment of duplicate benefits for multiple births, which include 36 sets of twins and two sets of triplets.

These figures highlight changes in the status of the average sailor over the past decade and his transformation, largely because of Union wages and conditions, into a family man with a home and permanent ties ashore. The picture was completely reversed 9-10 years ago.

### Match National Average

A survey of the baby benefits paid to date also reveals that birth patterns among SIU families closely match published national averages. Of the 4,307 births since 1952, an estimated 2,208 children were boys and 2,099 were girls.

This coincides with latest available national estimates of 1,049 male births for every 1,000 arrivals of the so-called "weaker sex," a ratio that has been slowly narrowing—in the favor of the ladies—since 1950. Women continue to predominate among the population as a whole anyway, largely because

the "weaker" gals live much longer.

The edge for the boys among SIU benefit babies carries over into the multiple births. Among the twins, there were 39 boys and 33 girls; the split was four boys to two girls among the two sets of SIU triplets.

However, these proportions didn't follow in the case of the two most recent twin births reported. Evelyn



Two latest SIU fathers of twins are Seafarers Louis Gracia of Houston (left) and Fructuoso Camacho of Brooklyn.

and David Camacho made their debut on March 15, 1961 and increased the Brooklyn family of Seafarer Fructuoso Camacho to seven children. Camacho is 42 and has been shipping SIU in the black gang since 1940.

Seafarer Louis Gracia's double

event, on December 8, 1960, introduced Rose and Carolyn Gracia to the world at Houston, Texas. Gracia, who's 28, has been sailing in the steward department with the SIU since 1955. The twins are his first children.

## Veteran SIU Pair Okayed For Pension

Two more veteran Seafarers who've earned their leisure with a combined total of 85 years' seetime have just been approved for the SIU disability-pension.

The applications of Berge Bergesen, 65, and Leonard Rhino, 67, for the \$35 weekly benefit were okayed by Union and company trustees of the SIU Welfare Plan early this month. Both now qualify for lifetime benefits plus the regular medical-hospital-surgical coverage and other benefits of the Plan.

### Native Of Norway

A native of Norway, Brother Bergesen lists a sailing career that began just before World War I



Bergesen



Rhino

and wound up a year ago after his last trip on the SS Flomar (Calmar). Except for two years on foreign-flag ships, he shipped on US bottoms for well over 40 years. He's a black gang oldtimer and had sailed for several years recently as a deck engineer.

Tagged not fit for duty permanently due to heart disease, Bergesen resides in Baltimore today. He joined the SIU back in 1946 at the Port of New York. A daughter, Miss Agness Bergesen, of Erie, Pa., is listed as his next of kin.

### Early Member Of SIU

One of the earliest members of the Union in the Port of Savannah, Brother Rhino threw in with the SIU in December, 1938. He's married, a New Yorker and a veteran of the steward department with 38 years of US seetime behind him. He paid off his last ship, the SS Steel Voyager (Isthmian), in October. His medical abstract states "not fit for duty permanently" due to heart disease and defective vision.



## SOCIAL SECURITY REPORT



Joseph Volpian, Social Security Director

## New US Benefits Aid The Jobless

One of the several weapons brought to bear by the new Administration in Washington on the current recession is the Temporary Extended Unemployment Compensation Act of 1961. Adopted by Congress last month and promptly signed into law by the President, this measure went into effect on April 8 and is stirring some optimism among the unemployed in the various sections of the country with "distressed" areas.

With hard cash again available to the many hundreds of thousands who long ago used up their regular state unemployment benefits, this program is proving to be a lifesaver.

The situation is different today in many states. We have what the economists call "pockets of unemployment" surrounded by wide areas where everything somehow seems very normal. It seems tougher to be caught in that kind of situation. The new TEC law at least gives those eligible for its benefits the feeling that they aren't the "forgotten men."

Since it is an emergency measure, it's important for anyone who may be eligible not to delay in filing. As with regular unemployment compensation, delayed filing means a loss of benefits. Few active, professional Seafarers are likely to be in the position of having used up their rights to regular jobless benefits but they should pass this information on to any members of their family, or friends, or neighbors, who may be affected.

Briefly, those eligible for TEC benefits must be unemployed . . . must have established eligibility for state unemployment compensation and used up those benefits after June 30, 1960 . . . do not have available benefit rights in any other state . . . have not been disqualified and meet the registration and other weekly requirements of the law in their own state. One other major requirement is that the state must sign an agreement to participate in the program; some have not yet done so.

The benefits available, as with regular unemployment benefits, will differ state by state. Generally, the TEC law provides up to half the regular entitlement. In New York, which normally provides 26 weeks of benefits up to a maximum of \$50 weekly, the new law will provide for 13 more weeks of benefits up to the regular \$50 ceiling.

A state which regularly provides \$30 a week for 20 weeks will pay \$30 a week for ten weeks under the TEC program. In states which normally provide more than 26 weeks of benefits, the TEC benefits plus regular benefits may not exceed 39 times the weekly rate.

Claims are filed in the same number and in the same office as for regular state benefits, and there is no waiting period for TEC once a worker has exhausted his regular benefits.

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

## New Welfare Plan Claim Form

**SEAFARERS' WELFARE PLAN**  
11 BROADWAY  
NEW YORK 4, N. Y.      WITNALL 3-2000  
8-4700

**IMPORTANT**  
THIS FORM MUST BE SENT TO THE ADMINISTRATOR NOT LATER THAN 180 DAYS FOLLOWING SURGERY, DISCHARGE FROM HOSPITAL, OR EMERGENCY TREATMENT.

**CLAIM STATEMENT**

1. Employee's Name: JOHN DOE      Soc. Sec. No. 999-99-9999

2. Employee's Address: Room 100 MAIN STREET      City BALTIMORE      State MD.

3. Employment Record

(a) Last Vessel: SEATRAN NEW YORK      Date Joined: SEPTEMBER 12, 1960

(b) 90 Days in Previous Calendar Year: ☒ Yes      ☐ No  
90 days as time in previous calendar year and one day in 6 months prior to surgery, hospitalization, or emergency treatment, qualify a member for benefits.

4. If you are filing a claim for an eligible dependent, include the following information:

(a) Name of Dependent: MARY DOE      Date of Birth: JUNE 10, 1924

(b) Relationship to You: WIFE      Marital Status: MARRIED

5. The following documents are needed to process your claim:

(a) Marriage certificate      (d) Dependent parent support data  
(b) Birth certificate of dependent      (e) Attending physician's, surgeon's, and  
(c) Enrollment card (signed)      hospital bill, or own bill head

Documents submitted to this office will be returned to you.

6. If injured, where did accident occur?      At Work ☐ Yes ☒ No

How? SICKNESS - SEE DOCTOR'S CERTIFICATE OTHER SIDE

7. First treated on: Date MARCH 16, 1961      Where MERCY HOSPITAL, BALTIMORE

If Hospital bills, Physician's and/or Surgeon's fees have not been paid and you desire payment made directly to them, fill in below:

Make check for amount to be paid by Seafarers' Welfare Plan payable to:

Hospital: \_\_\_\_\_ Address: \_\_\_\_\_  
Physician: \_\_\_\_\_ Address: \_\_\_\_\_  
Surgeon: \_\_\_\_\_ Address: \_\_\_\_\_

I certify that the above statements are correct and hereby authorize any physician and/or hospital to give the Seafarers' Welfare Plan any additional information required in connection with this claim.

Dated APRIL 7      1961      John Doe  
EMPLOYEE'S OR DEPENDENT'S SIGNATURE

A new "Employee Claim Statement" form is being used by the SIU Welfare Plan to simplify filing of benefit claims. For the convenience of Seafarers and their dependents, the revision eliminates duplication of questions normally handled in the doctor's statement on the reverse side of the form. To avoid delays in processing, Seafarers should always have copies of their marriage license and children's birth certificates on file with the Plan, and should be certain to furnish all information requested. Copies of the new form are being made available at all SIU halls.

## 2 More Seafarers Draw College Degrees In June

Scholars and seamen both, two Seafarer-winners of SIU scholarship awards are expected to receive their baccalaureate degrees this June upon completion of their college studies.

Latest in line for the traditional sheepskins are Seafarers Donald Peterson and Edward Skorupski.

They will join a growing roster of SIU men and members' children who have graduated from college with the aid of the Union's scholarship program. Thirty-eight scholarships have been awarded since 1953 when the program began and, to date, these have been evenly distributed between active seamen and children of SIU men. Meanwhile, the meeting of the 1961 scholarship awards committee has been scheduled for early next month in New York. The committee of college educators and administrators will sift the records of an estimated 30 applicants to formulate its recommendations to the trustees of the program.

Five scholarships are awarded annually, each worth up to \$6,000 for four years of college or university study in any field. One award each year is reserved for an active seaman.

In several prior years, despite competition with youngsters fresh



Peterson



Skorupski

out of school, seamen were successful in winning the lion's share of the five awards.

A major in history, Peterson is due for a BA degree from Swarthmore College in Pennsylvania and earlier indicated plans to go on to teaching. He sailed for a number of years in the deck department and received his award in 1959. Now 28 years of age, he financed his prior schooling by going to sea.

Skorupski, who's 32, shipped in the black gang as a chief electrician and will be drawing his BA, in English, from New York University.



## Retired Seafarer Sailed 40 Years

**MOBILE**—One of the earliest members of the SIU here in the Azalea City today, Seafarer Lawrence "Andy" Andersen can look back on a full 40 years of seafaring covering almost every type of ship and run in the book. Still a "youngster," he'll be 61 in June.

Retired for the past year on an SIU disability pension, "Andy" is a well-known oldtimer to the membership and can supply a yarn about "the old days" at a drop of a hat. His first trip to sea out of his native Norway was on August 4, 1916 and he stayed with it almost continually until retirement.

Like many a veteran seaman, he confides that he's had "so many experiences in a life of seafaring . . . good . . . and bad . . . It would take a book to get it all down on paper." A bad spell of sick-

back to sea after a while to log some more convoy time.

These days, aside from visits to the hall and the waterfront, he spends a bit of time gardening around the home he and his wife, Eula, have had here for years or keeps busy with the stamp and coin collection he accumulated during his travels. But the best pastime is still shooting the breeze with the boys, and reliving some of "the old days."



Seafarer Lawrence "Andy" Andersen is shown with a slightly shrunken fish he caught on the Ames Victory.

ness after his last time out on the Wacosta (Waterman) forced him to anchor ashore permanently and he went on the \$35 weekly SIU disability benefit in January, 1960.

Between the beginning and wind-up of his sailing career, however, he lists union membership, in the old ISU, back to 1920, after several years' shipping on foreign-flag vessels. From then on, except for a one-year stint in the Coast Guard during the 20's, he rode US-flag merchant ships steadily. "Andy" threw in with the SIU right at the start, at his home port of Mobile, on November 4, 1938.

He recalls the long runs as the best, no matter where they took him, because when they were over he could manage to stay home a while. The ships he sailed covered the whole field from schooners to tankers, plus everything in between.

With plenty of deck gang experience behind him, he tried the shoreside life by working as a rigger for the Alabama Drydock during World War II. But that was the only occasion, and he went

## Plan Sea-Level Panama Canal

**WASHINGTON**—The Administration is studying long-dormant proposals to build a new trans-Panama canal to replace the present canal which is fast becoming obsolete.

A new canal would be of obvious advantage to shipping in eliminating the time-consuming and costly delays involved in getting through the present canal. It would be of particular value in permitting the use of many large supertankers, bulk carriers and other giant vessels which cannot be accommodated in the present canal.

Chances are that the new waterway would be a sea level canal. If nuclear explosives are used, it could be built at a cost of \$1 1/4 billion.

While a sea level canal would be more costly to construct, since it would literally involve moving mountains out of the way, it would be cheaper to maintain and operate and offers several obvious advantages. Transit would be swifter

and the canal could be widened or deepened from time to time by dredging when needed. A sea level canal would be able to operate on a more moderate toll schedule.

It is estimated it would take from ten to 15 years to construct the new waterway. Since the present canal will be deemed to have largely outlived its usefulness by 1975, the project would have to be started in the very near future.

Traffic on the present canal is growing year by year, with more than 80 percent of the cargo involved being in US foreign trade.

The House Merchant Marine Committee, together with the Panama Canal Company, has been

studying the proposals, as well as the ticklish problems involved in building the canal on the soil of another nation.

### 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 will assure speedy transmission on all messages and faster service for the men involved.

## SIU SOCIAL SECURITY BULLETIN BOARD

### Seafarers In Drydock

The following is the latest available list of Seafarers in hospitals around the country:

**USPHS HOSPITAL, BALTIMORE, MD.**  
William Aaron Mack Acosta  
William Adams John Kelsos  
Edward Allen Peter King  
Thomas Brightful Stanley Lowery  
John Carr Avis Meadows  
Lennie Cole Jr. Thomas Mungo  
William Crawford Henry Pruitt  
Leonard Davis Robert Scales  
Oswald Ergle Henry Shepeta  
Benjamin Gary Winslow Walker  
Chester Green Bruce Webb  
Gorman Glaze Clyde Wise  
George Hazen John Zohl

**USPHS HOSPITAL, BRIGHTON, MASS.**  
William S. Costa Albert E. Wasstrom  
**USPHS HOSPITAL, SAVANNAH, GA.**  
Creighton Brady Ernest Webb  
Edward Roig

**USPHS HOSPITAL, GALVESTON, TEXAS**  
James Bugge Earl Harkney  
Joe Eder Edward O'Rourke  
Simon Giove Earl Overman  
William H. Gray Lawrence Sanders  
Chester Hatch, Jr. Stiel Thompson

**USPHS HOSPITAL, NEW ORLEANS, LA.**  
Wm. J. Barrilleaux D. McCorkindale  
Clyde C. Brown Duggan McCrary  
Henry S. Chemel Henry McKay  
Paul R. Cook Salvador Modica  
James A. Crawford Alonzo W. Morris  
Robert E. Croto James L. Morrison  
Ancil Cunningham Arthur J. Nelson  
Charles Cummings Restituto Olarte  
Thomas Dalley Eugene T. O'Mara  
Alfredo Duarte Charles L. Palmer  
Ramosse N. Elliott Harold Plunkett  
Jesse F. Everett Henry M. Robinson  
Peter Galindo Calvin Rome  
Virgil L. Harding Ebalin Rosario  
Wade B. Harrell John F. Roux, Jr.  
Everett T. Hudson Elmer W. Rushing  
Justice P. Hughes Donald R. Sander  
Jacobino Huisman Earl Sillin  
Benjamin Jarrett Raymond Smith  
Edward Knapp Chas. E. Taylor  
Harold Kyle Lucien Theriot  
Leo Lang Billy C. Ward  
Norman Lightell George Williams  
James Lippencott Ernest L. Waters  
John Maples Ernest Wilson  
William E. McCay

**USPHS HOSPITAL, STATEN ISLAND, NY**  
Arthur Ballu Juan Leiba  
Bacilo Bonafont Frank Little  
Robert Burton Didel Lukban  
Daniel Cermant Kaymiry Lynch  
Clarence Collins Mai McAlister  
Gabriel Colon Paul McDaniel  
Tamler Deyoub Samuel Merckerson  
Hugh Dick Herman Meyre  
Willie Edwards Frank Nelson  
Claude Fay Robert Nielson  
George Fiance James Parker  
Joseph Guillory Pietro Paulin  
Frank Guitson Carl Peterson  
Luciano Herrera George Phifer, Jr.  
F. Higginson Angelo Romero  
August Jensen Robert Smith  
D. Kamhanso William Turk  
Charles Kinke William Vaughan  
Harry King Jose Saavedra  
Thomas Lauer Ladislav Ziembska

**USPHS HOSPITAL, NORFOLK, VA.**  
Walter Conner Talmadge Johnson  
Horace Conway Hertford Rice  
Frank James George Trimyer  
Flemming Jensen Jessie Volla

**USPHS HOSPITAL, SAN FRANCISCO, CALIF.**  
E. J. Ackerman Thomas F. Maher  
James Barrett Joseph Piletta  
Morris Berlowitz Philip Rubia  
Matthew Bruno A. J. Scheving  
James DePietro William J. Strike  
Edward E. Edinger Edward J. Smith  
Lucien R. Elie Frank G. Wall  
S. A. Heinfling Howard Watts  
Mike Goins

**USPHS HOSPITAL, SEATTLE, WASH.**  
Ray Coffey Kenneth Miller  
Samuel McCurdy Sten Zetterman  
**MOUNT WILSON STATE HOSPITAL, MOUNT WILSON, MD.**  
Tom Danzey Allen Nauman

**VICTOR CULLEN STATE HOSPITAL, CULLEN, MD.**

Alvino Terrazas  
**VA HOSPITAL, FORT HOWARD, MD.**  
Wilbert Hughes

**VA HOSPITAL, NEW ORLEANS, VA.**  
Clarence Mazoue  
**USPHS HOSPITAL, CHICAGO, ILLINOIS**  
Wilson Deal

**VA HOSPITAL, WEST ROXBURY, MASS.**  
R. Arsenault

**USPHS HOSPITAL, FORT WORTH, TEXAS**  
Davis Danos Max Olson  
Benjamin Delbler Willie A. Young  
Thomas Leahy Bozo Zelencie  
Thomas Manion

**VA HOSPITAL, HOUSTON, TEXAS**  
E. McElhenney

**VA HOSPITAL, WEST HAVEN, CONN.**  
John Driscoll Henry Smith

**SAILORS SNUG HARBOR, STATEN ISLAND, NY**  
Henning Bjork Alberto Gutierrez  
Bart Guranick Thomas Isaksen

**LUCIEN MOSS HOSPITAL, PHILADELPHIA, PA.**  
Baldo Coccia

**PINE CREST HAVEN, COVINGTON, LA.**  
Frank Martin

**NATIONAL INSTITUTE OF HEALTH, BETHESDA, MD.**  
Henry J. Foy

**VA HOSPITAL, TEMPLE, TEXAS**  
Wm. E. Nelson

**US SOLDIERS' HOME, WASHINGTON, DC**  
Wm. Thomson

**VA HOSPITAL, KERRVILLE, TEXAS**  
Willard T. Cahill

**VA HOSPITAL, NEW YORK, NY**  
Chas. O. Bergagna

**TRIBORO HOSPITAL, JAMAICA, LONG ISLAND, NY**  
James Russell

**JACKSON MEMORIAL HOSPITAL, MIAMI, FLORIDA**  
Carl Hargroves

**SAN DIEGO NAVAL HOSPITAL, SAN DIEGO, CALIF.**  
N. J. Oppedisano

**PRESBYTERIAN HOSPITAL, SAN JUAN, PUERTO RICO**  
Donald Brooks

**LANDIS STATE HOSPITAL, PHILADELPHIA, PA.**  
Thomas Murphy

### SIU Blood Bank Inventory

Period: February, 1961

Pints Contributed . . . . . 63  
Pints Rejected . . . . . 0

Pints Credited . . . . . 31 1/2  
(Under a standard arrangement with the Brooklyn Donor Center Inc., 50% is allotted for service, processing and storage.)  
Credits Returned . . . . . 2  
Previous Balance . . . . . 50 1/2

Pints Used . . . . . 15

Balance On Hand  
March 1, 1961 . . . . . 69



An SIU Blood Donor Certificate (sample above) is given to every person donating to the SIU Blood Bank, which is maintained through the SIU Clinic in Brooklyn. The bank supplies Seafarers or members of their families anywhere in the United States and has been in operation since January, 1959. Through an arrangement with a national clearing house, blood can be supplied on short notice in any emergency. Donors can arrange appointments on the 2nd deck at SIU headquarters, one block from the Clinic. The whole procedure takes only a short time.

### SIU Welfare, Vacation Plans

Cash Benefits Paid

February 20—March 19, 1961

	Number Of Benefits	AMOUNT PAID
Hospital Benefits (Welfare) . . . . .	5988	\$19,378.51
Death Benefits (Welfare) . . . . .	11	40,983.00
Disability Benefits (Welfare) . . . . .	801	28,035.00
Maternity Benefits (Welfare) . . . . .	26	5,200.00
Dependents Benefits (Welfare) . . . . .	197	33,582.10
Optical Benefits (Welfare) . . . . .	182	1,899.59
<b>Summary (Welfare) . . . . .</b>	<b>7205</b>	<b>\$129,078.20</b>
<b>Vacation Benefits . . . . .</b>	<b>1171</b>	<b>\$190,264.78</b>
<b>TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD . . . . .</b>	<b>8376</b>	<b>\$319,342.98</b>

None of the figures in the above summaries indicate the amounts paid for various other Welfare Benefits for SIU men and their dependents, such as scholarship payments, meal books, training facilities, medical examinations, and similar items.

### Physical Exams—All SIU Clinics

Month Of February, 1961

Port	Seamen	Wives	Children	TOTAL
Baltimore . . . . .	57	1	5	63
Houston . . . . .	65	6	8	79
Mobile . . . . .	65	5	10	80
New Orleans . . . . .	141	5	6	152
New York . . . . .	282	29	14	325
<b>TOTAL . . . . .</b>	<b>610</b>	<b>46</b>	<b>43</b>	<b>699</b>

When changing address on LOG MAILING LIST INCLUDE POSTAL ZONE NUMBER TO SPEED DELIVERY





## 'Top Hat'



The commotion set off by the activities of the latest self-styled "anti-Communist" group, the John Birch Society, reflects a persistent pattern of Fascist-tainted political activity in the US. Groups like the Birch Society come and go with monotonous regularity, but they all hew to a predictable pattern. While posing as super-patriots and anti-Communists, they seem to find unions and union members handy whipping boys.

Consequently, it follows that these outfits always attract a good deal of hard cash from well-to-do businessmen who can't stand the thought of having to pay decent wages and Social Security contributions as well.

It's no surprise then, to find that the Birch Society would "fight Communism" by outlawing collective bargaining, depriving workers of voting rights, repealing all social legislation such as the Social Security Act, unemployment insurance, minimum wage and the like. In other words it would set up a political and economic climate in which industrialists would have a huge pool of cheap labor to manipulate as they pleased.

### NAM Participation

Nor is it surprising to find three former presidents of the National Association of Manufacturers in the ranks of the organization as well as other "respectable" people.

For while the crackpot approach of the society and other groups like it (such as calling ex-President Eisenhower a "conscious agent" of Communism) may make it distasteful to the so-called "respectable" leaders of the community, there is a wide cross-section of business leadership which sympathizes wholeheartedly with its ob-

jectives. These are the people in the NAM and Chambers of Commerce who spend a good deal of their time promoting "right to work" legislation and similar moves to strip unions of their strength. These same people bitterly opposed every action by Congress, down through the years, to protect Americans against the hazards of unemployment, old age, sweatshop conditions and other evils. Secretly or openly they seek to destroy all these protective devices.

### Abuses Of Labor

The proof of the pudding after all, lies in the fact that where loopholes have been left in such legislation, as, for example, in the farm labor field, the most vicious kind of exploitation of labor can be found on a wide scale.

Some of the conditions in the migrant labor field are carbon copies of those which seamen had to endure in the days before strong maritime unions and protective legislation. It is this kind of existence to which the Birch Society and others of its ilk would like to condemn all American workers.

Consequently, outfits like the John Birch Society serve a very useful purpose—they bring out into the open what a larger group of "respectables" thinks and feels about unions and union members but doesn't express openly. The existence of the Birch Society and groups like it are storm warnings to unions of the continuing and relentless activity of anti-union elements in the ranks of management and other influential groups. Trade unions and their members, as well as those who believe in the rights of unions and in the program of social legislation enacted in the last three decades must, of necessity, expose and fight the activities of these groups wherever they raise their heads.

## SIU Legislative Department

Ray Murdock, Director



**MARITIME STATISTICS**—MA has announced that as of March 1, 1961, there were 947 vessels of 1,000 gross tons or more in the active oceangoing US merchant fleet. This is three less than the February 1 figure. Of these, 46 were Government-owned and 901 were privately-owned. These figures do not include privately-owned vessels which are temporarily inactive, nor do they include Government-owned vessels used in loading grain for storage. The privately-owned fleet decreased by four active vessels and increased by one inactive vessel. One tanker was delivered from construction, and two freighters were traded into the Government. Two more freighters were sold foreign for scrapping, and one was converted from a tanker. The privately-owned fleet decreased by three to 990. MA's active fleet increased by one ship, while its inactive decreased by 17. Twenty-one Liberty ships were sold for scrap. Two privately-owned ships were traded into the Government, and three Navy-owned vessels were placed in reserve fleet custody. MA's fleet was thus increased by 16 to 2,017. The total United States merchant fleet decreased by 19 to 3,007. The continued program of selling reserve fleet Liberty ships is now beginning to have its impact on the size of the total US-owned merchant fleet. Despite objections which have been raised in some quarters, it is expected the MA will continue its program of gradually disposing of most of the World War II Liberty ships which it has in the various fleet reserves.

**FISH REPORTS**—Better haddock catches from Georges Bank are expected during 1961, but prospects for 1962 are dim, according to the Woods Hole Laboratory. The past year has been a good scrod year as a new year-class (1958) grew to marketable size. This year-class was found on the banks during the surveys conducted two years ago, at which time the laboratory predicted better scrod fishing in 1960. This year-class will support the fishery in 1961, and since the fish will be larger, land should hold up well. Little is known at the present time of the size of the tuna stocks of the Atlantic, but the physical and biological conditions off the African west coast are generally similar to those in the major American Pacific tuna fishing grounds off the west coast of Central and South America. There appears to be a very strong probability that the new Atlantic fishing grounds can support a large scale production on a continuing basis. Between 1948 and 1958, the world production of shrimp increased nearly 80 percent. Total production for 1959 has been estimated at about 766 million pounds, compared with 747 million pounds in 1958. United States import in 1960 continued to increase over those of the previous year; inventories also showed an increase. Prices for shrimp, although slightly better than in 1959, were substantially lower than in 1958. Increased fish production of OEEC member countries has been achieved by the introduction of bigger and more efficient vessels, with improved gear and techniques. A recent OEEC report indicates that catches per man have risen considerably, but catches per ton of fishing fleet have declined. The total catch of fishing vessels in the OEEC member countries rose from 6,100,000 short tons in 1938 to about 8 million tons in 1958. The Japanese government authorized the construction of 810 fishing vessels during the period from April 1 to December 5, 1960. Of this number 570 were wooden vessels (22,621 gross tons) and 270 steel vessels (82,329 gross tons). The steel vessels included large supply vessels and trawlers. Bills of interest to fishermen now pending before the Congress include S. 1265, a bill to amend the National Labor Relations Act so as to extend coverage of that Act to members of crews of certain fishing vessels; S. 1230, a bill to amend the Kennedy-Saltonstall Act so as to establish an additional fund for fishing research programs and fisheries rehabilitation and development projects; and H.R. 3159, designed to permit certain foreign-flag vessels to land their catches of fish in the Virgin Islands in certain circumstances. SIUNA fishing unions are also interested in securing legislation which would clarify their position insofar as anti-trust regulation is concerned, since rigid interpretation of such regulation has hampered them in signing agreements with boat owners. The Justice Department has been extremely active in recent weeks in the area of consumer pricing of various products, including food products.

**PANAMA LINE**—Testimony before the House Subcommittee on the Panama Canal concerning the future of the Panama Steamship Line showed maritime unions divided in their view as to whether the Government-owned line should continue in operation. The SIU representative supported the ILA, the Canal Zone trade unions, and others in their contention that the Panama Line should not be discontinued. The NMU spokesman, despite the fact that NMU members man the vessels involved, came out wholeheartedly for termination of the Line's operation. In his testimony before the Sullivan Subcommittee, the SIU spokesman explained that the unions he represented believed, as a general rule, that the Government should stay out of the commercial shipping industry. He pointed out, however, that the problem under consideration dealt with a factual situation which could not be approached on a theoretical basis, but could only be handled as a practical matter. After pointing out that the Panama Line was a vital and indispensable part of the Canal operation, the SIU spokesman emphasized the fact that no proof had been offered before the Committee that private enterprise either would or could replace the Panama Line. "Our discussions with labor leaders from the Canal Zone," he said, "have convinced us that the abandonment of the Line would, to a large extent, be tantamount to the abandonment of our long-standing policy governing the Canal, the Canal Zone, and its inhabitants." The SIU representative further stated that the Panama Line provided steady employment for 600 to 1,000 longshoremen and other related crafts, the elimination of which would be a serious blow to the maritime industry. Despite the opposition of the SIUNA, the Government has gone ahead with its order to discontinue the Panama Line operation and end the employment of the maritime workers involved.



**R**EGARDED as one of the most unique buildings for union members anywhere, the new hall for SIU men in New Orleans attracted an admiring crowd at its dedication, April 8. The atmosphere of the French Quarter has been incorporated through use of 150-year-old bricks, grillwork facings, an elegant curved stairway and large white columns at the entranceway. But despite the antique air, the building is completely modern throughout and fully air-conditioned.

The facilities—850-seat auditorium, hiring hall, cafeteria, lounge, sea chest store, television and movie theater, clinic, Union administrative offices and offices of the SIU Welfare and Vacation Plans—have been ornamented with antiques and replicas of sailing ship days.

Not the least of the hall's attractions is the spacious patio surrounded by tables and chairs on three sides and containing a large barbecue pit, sculptured water fountain and extensive landscaping.

The outstanding feature of the cafeteria and lounge is the five-section mural depicting the history of New Orleans and the seamen's movement, which was done by SEAFARERS LOG art editor Bernard Seaman.

## NEW HALL OPENS IN NEW ORLEANS

Head-on view of new hall in New Orleans shows architectural features reminiscent of French Quarter style—statelike white columns, outside iron staircase and iron grillwork. Building bricks are 150 years old.



It was standing room only as overflow crowd at dedication filled all 850 seats for dedication ceremonies. Event got considerable coverage in New Orleans press and drew laudatory comment.



SIU President Hall is shown addressing the overflow audience during the dedication. He stressed seamen's achievement of first-class status in the community of which the new hall is an example.



Guests are shown in lobby during inspection tour of the new building. Curved staircase in rear, which has no visible supports, is one of architectural features of the hall.

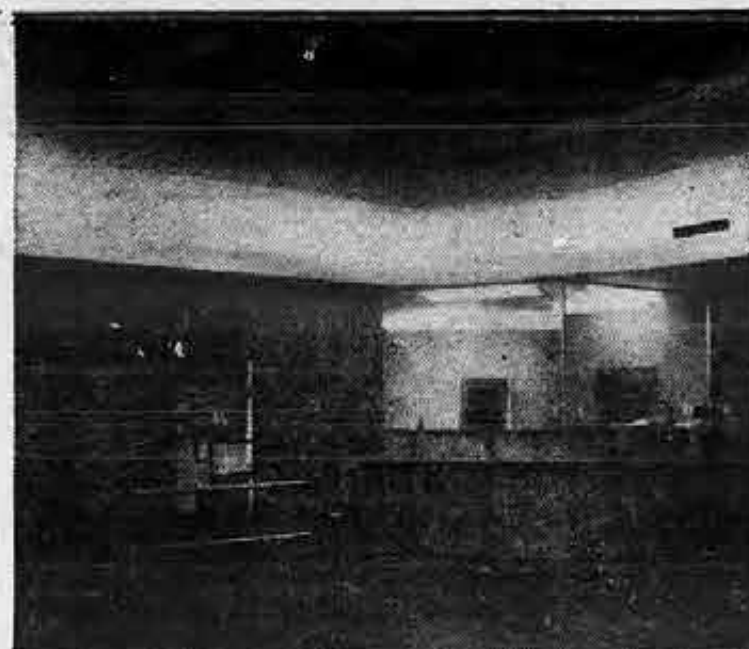


Weather proved cooperative for outdoor buffet. Seafarers, family members and guests are shown enjoying food and refreshments in parking lot area of building after ceremonies.

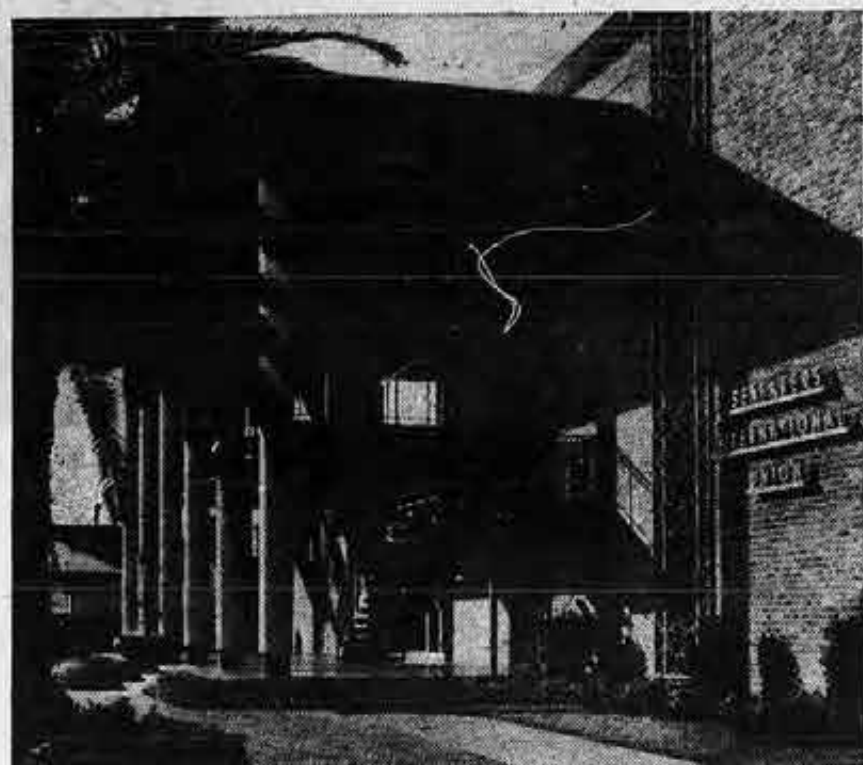




Section of 850-seat auditorium is shown here. It can be entered from outside, without disturbing Union activity.



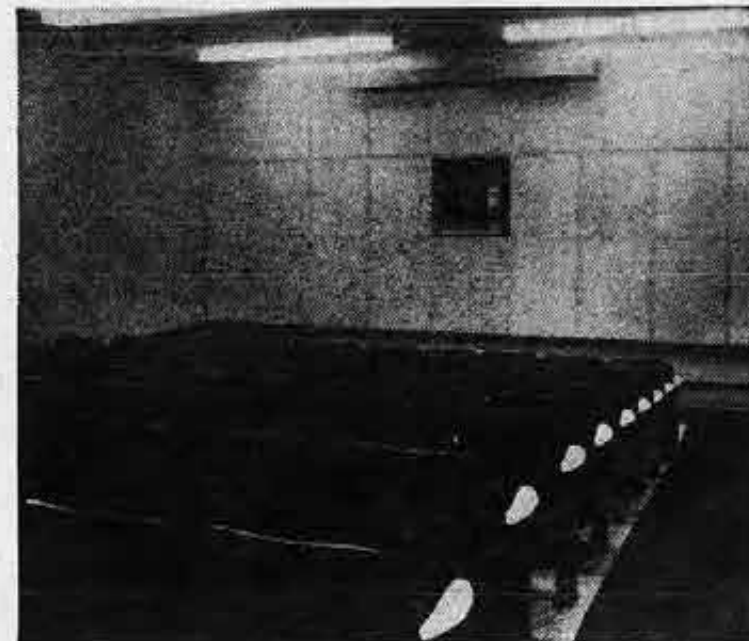
Hiring hall has mural on ceiling showing the four winds, one of several artistic embellishments in the new hall.



Shrubbery, palms and lawns add to attractiveness of building. Windows are behind the vertical grillwork strips.



Patio has outdoor furniture, extensive plantings, fountain and large barbecue pit.



Separate 75-seat lecture hall can be used for recreation as movie or TV theater, or for SIU Training School purposes.



Top, guests help themselves to chicken buffet. Center, Papa Celestin's jazz band plays for dancers (bottom photo). Picnic tables were set up in the parking area.



Dominating feature of lounge and cafeteria is four-panel mural on history of sea unions, painted by LOG art editor Bernard Seaman.



Greeting guests are SIU President Paul Hall (left) and Vice President Lindsey Williams (2nd, right), with Senator Russell Long, (2nd left) and New Orleans Mayor deLesseps Morrison. Senator and mayor hailed union's activities.



# THE SIU COMMERCIAL FISHERMAN and CANNERY WORKER



## Two SIU Tuna Unions Consider Merger Plan

SAN JUAN, PR—Two West Coast tuna unions affiliated with the SIUNA are considering a merger.

The two unions, The Seine and Line Fishermen's Union of

## New Bedford Plans Fish Pier, Dike

NEW BEDFORD—Members of the New Bedford Fishermen's Union have endorsed plans which are expected to increase the value of this city as a fishing port.

Together with city and boat owner interests, the NBFU has approved a program for a vitally-needed new fishing pier in this port. The Union has created a five-man committee to work with a commission which is developing the new pier.

Plans for the new pier have been generally approved by the New Bedford Harbor Development Commission. Action is expected from the city fathers and from the state of Massachusetts on financing for the pier.

The commission also intends to take over the New Bedford Dock when its present operator moves to a new location.

A third project, the building of a hurricane dike, has received the full support of the Union.

The dike would provide a safe anchorage for fishing fleets during storms and would also enable docks and fish-processing plants to be built further up river.

The dike might also provide employment for many older fishermen. Many boats and lighters would be used in the building of the dike, and care and maintenance would provide further employment opportunities.

These proposed projects are expected to greatly increase the value of the harbor and make it more attractive to waterfront investors.

## NBFU Men Saved When Boat Sinks

NEW BEDFORD—The sixth casualty in the fishing fleet contracted to the New Bedford Fishermen's Union took place late in February when a vessel sank in the fog two miles northeast of Buzzard's Bay lightship.

The Hilda Garston, an 89-foot scalloper, struck a submerged object while making her way through the fog and sank within minutes.

The crew of 13, led by Capt. Joseph Maillet, scrambled into two dories just before the vessel went down, and rowed seven miles to shore. Coast Guard cutters reported the fog so thick they could not locate the sinking boat nor the two dories.

The New Bedford Fishermen's Union, an SIU affiliate, lost five other boats since November, 1930, as a result of fires, blizzard, and ice.

San Pedro, and the Cannery Workers and Fishermen's Union of San Diego, have been discussing with the International the possibility of combining into one union within the SIUNA.

Both unions operate in the Pacific tuna fisheries and have similar problems. In fact, 50 percent of their contracts with purse seine boats are signed in the name of both unions.

### Purse Seine Fleet

It was the development of the purse seine tuna fleet which in part led the two unions to consider a merger. Other factors include the increased cost of operation under the Landrum-Griffin bill; the traditional interference of NLRB and anti-trust laws within fishing markets; imports, and the control of fishing boats by large processors.

Fish canneries actually control many boats by mortgage, even though the vessels are operated by "independent" owners. The Labor Board has refused to process petitions for elections on some of these boats on the grounds that the fishermen are "small independent businessmen," while they are actually employees of the cannery.

### Landrum-Griffin Act

The Landrum-Griffin Act enabled one boat owner to disregard a valid labor contract, held by the SIUNA San Diego fishermen, and sign a sweetheart contract with Harry Bridge's union.

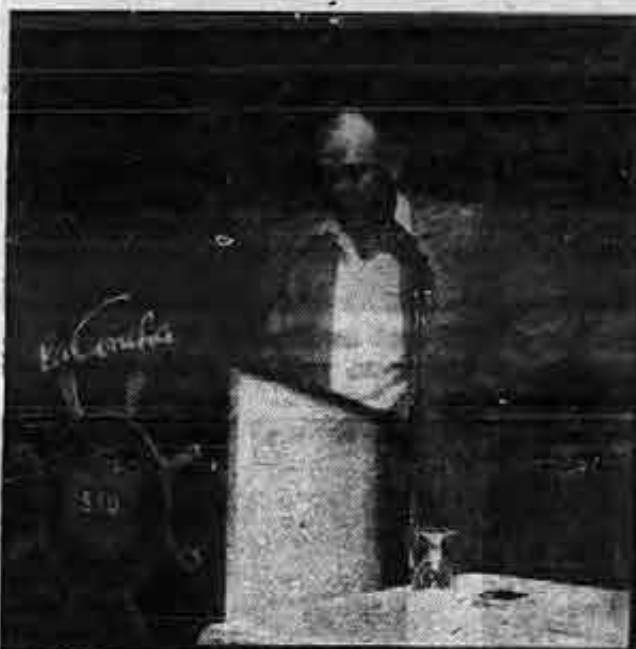
The rising tide of imports has diminished the American-flag fishing fleet, throwing many fishermen out of work. At the SIUNA convention here last month, the International supported Federal legislation to provide American fishermen with an adequate share of the market. Purse seine boats which make faster trips also tend to restrict the number of boats needed.

These developments affect other fishing unions on the West Coast. In 1939, The United Fishermen of Kodiak, SIUNA, dissolved after continued charges of fish price fixing. A revision of section 2 of the National Labor Relations Act could relieve the situation.

The proposed merger of the San Diego and San Pedro Unions will help SIUNA fishermen gain the strength that is vital to secure a fair share of their catches and will enable them to fight for the good of the industry.

Among unions in the SIU are a number of groups of commercial fishermen on all coasts, as well as shoreside fish canneries and processors. They are involved in such widely-diversified fishing operations as scalloping, tuna fishing, salmon fisheries, cod, halibut and many others. Groups involved include the New Bedford Fishermen's Union, Alaska Fishermen's Union, tuna fish and cannery unions operating out of California ports and groups in Bristol Bay, Kodiak, and elsewhere in the far northwest Pacific.

## SIUNA Fishermen In Convention



Addressing the 10th Convention of the SIUNA in San Juan is Merle Adlum (left), executive secretary-treasurer of the Alaska Marine District Union of Fishermen, Cannery Workers and Allied Trades. Thomas O'Brien (photo right), head of the Atlantic Fishermen's Union, gives his report to the International.



## Fishing Boat Building Subsidy Founders On Increasing Costs

BOSTON—The Federal subsidy which would allow fishermen to collect up to one-third of the cost of new boat construction from the Government has helped no one yet in spite of the cooperative assistance of the Department of the Interior which administers the program.

Industry spokesmen complain that in light of the small profit margins the cost of maintaining a fishing boat is too high to lure prospective investors in the industry. A 50 percent subsidy on new fishing vessel construction might tempt prospective boat owners, however.

Long range projections show that with the present Government subsidy of 33 percent of the cost of new boats, a fishing boat investor could realize a 20 percent return on his initial cost, at first.

But this return would diminish each year and virtually no profits would be realized by the end of the 15th year. As fishing boats get older, they require more and more expensive maintenance. Steel cable and net which must be replaced yearly are rising steadily in cost, while off-the-vessel fish prices are either stable or declining.

Because of the nature of the

trade, fishing boat hulls take a rough beating, rougher than larger deep-sea ships. Complex electronic gear on fishing boats such as fishfinders and radios also raise the cost of maintenance. More repairs are made as boats get older; days of fishing are lost; revenue is lost.

### Construction Subsidy

A 50 percent subsidy on boat construction would make a boat owner's first year profit rise sharply from the expected 20 percent of the first year and might cushion the plunging returns of subsequent years.

However, even a larger subsidy on new boat construction would bring comparatively few new American-flag vessels to the fisheries. No vessels have been built with the present one-third subsidy, but applications are being considered on two New Bedford fishing boats.

The SIU-affiliated Atlantic Fish-

ermen's Union and New Bedford Fishermen's Union, are working to make the industry a more secure and rewarding one in which to work and do business. One of the problems is finding ways other than subsidies to overcome the lethargy of the industry.

## US Fishing Problems Discussed

GLOUCESTER—The plight of the New England fishing industry was the subject of a series of articles in a New York newspaper last month.

The series of four articles, by William G. Wing, appeared in the "New York Herald Tribune" March 26-29.

The stories pointed out that there were more than 400 fishing boats working out of Gloucester 13 years ago, while today the number has dwindled to around 100. Many of the boats still operating are in precarious financial shape.

Much of the series was devoted to the impact of frozen fish imports on the US fishing industry.

### Fisheries Cost Squeeze

The cost-squeeze on New England fisheries was also cited. Fishermen continue to sell at the prices of a decade ago, while the cost of things they buy has sharply increased.

Fishermen also face the basic problem of American taste, the articles noted. "Surrounded by the most lavish supplies and varieties of fish any nation ever enjoyed, Americans are relatively indifferent."

Another strain on Gloucester's fish industry is the fact that most fishing is done by the menhaden fleet for industrial purposes. The menhaden fisheries are in northern Virginia. Most of New England is chiefly interested in the edible fish.

## Doctors, Food Authorities Say We Should Eat Fish

The campaign to get Americans to eat more seafood has been started by industry groups and fishing unions and it looks as if they might have a powerful and authoritative ally in their efforts.

Many medical authorities and nutritionists have become convinced that American consumer eats too much meat and too little fish for his own good.

It used to be folk knowledge—that fish is a "brain food." Now, doctors, especially heart and blood specialists, see evidence that seafood is a "blood vessel" food too.

The evidence of heart and circulatory disease in Americans has been attributed by some authorities to the presence of cholesterol in the blood stream. The substance is a fatty material believed to be caused by excess consumption of animal fats.

One respected doctor who believes that Americans eat too much meat and not enough fish is Dr. Paul Dudley White, noted Boston physician who attended former President Dwight D. Eisenhower.

A medical statistics team conducted a study of the incidence of high blood pressure to be prevalent among Americans and relatively low among the fish consuming peoples—Japanese and Scandinavians.

Of course, the fashion world is helping seafood promotion with its "emaciated" look. The new slogan may be "A fish a day keeps the doctor away."

The promotion of seafood is being carried out by producers associations in New Bedford.



## SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

### 'Low Back Pain': Always A Puzzle

Low back pain is one of the most frequent and most baffling conditions the practitioner is called upon to diagnose and treat. Doctor M. E. Knapp, writing in "Archives, Industrial Health," described the conservative treatment of this very frequent and disabling condition.

To intelligently care for low back pain, it is first necessary to make an accurate diagnosis of the cause of the pain. The next step is to remove the cause, if possible; if not possible, then to treat the factors that cause the pain. An accurate diagnosis is often difficult because of the complex problems involved. The cases are often grouped together in ill-defined categories as "disc," "low back pain," or "sacro-iliac."

There have been waves of popular diagnosis, such as "lumbago," "sciatica," or "sacro-iliac," depending on the location or whether the pain radiates down the leg or not. The idea of a protruded intervertebral disc has been so popularized that many consider most back pains the result of injury or protrusion of the disc between the vertebra.

Many years ago, it was thought that the pain was caused by a fibrosis of the ligament extending down the lateral part of the thigh from the ilium (ilio tibial band). As a matter of fact, many of these cases were operated by the writer and most of them with remarkable results.

Doctor G. S. Hackett, according to "Industrial Medicine," is of the opinion that chronic low back pain is primarily caused by incompetent ligaments and tendons which do not maintain normal tensile strength. This relaxation causes joint instability. The instability causes the weakened ligaments and tendons to stretch, thus putting tension on the nerves and producing the pain.

He makes his diagnosis by trigger-point tenderness over specific articular ligaments. He confirms the diagnosis by intraligamentous tendonous needling with local anaesthetic solution, which reproduces the pain and sometimes the referred pain that disappears shortly after the anaesthetic takes place.

This relaxation or damage to certain ligaments and tendons allows excessive movement and strain and stretching of other ligaments and nerves. This is seen in patients with pain radiating down the back of the thigh (sciatica) and often extending to the toes.

Dr. Hackett treats these cases by prolotherapy (rehabilitation of an incompetent structure by proliferation of new cells). Prolotherapy is accomplished by intraligamentous injection of a proliferating solution combined with a local anaesthetic solution. This stimulates the production of new bone and fibrous tissue, strengthens the fibrous tissue weld to bone and permanently eliminates pain and disability.

Using conservative management, Dr. Knapp prescribes specific modalities for low back pain including diathermy, massage and traction. If specific physiotherapy does not give relief, it is discontinued.

**Acute Pain.** Acute pain is treated by bed rest and traction with support to the back, hot packs and various supports in addition to sedation.

**Muscle Spasm.** Muscle spasm usually accompanies the pain, and the procedures which are used for relieving the pain will also relieve the muscle spasm.

**Muscle Contracture.** Muscle contracture is present to some degree in all cases, whether the low back pain has been of long or short duration. These contractures may be present even following disc or other operative procedures and are often the cause of pain in the back after the ongoing condition has been corrected.

**Muscle Weakness.** Muscle weakness is caused by interruption of the nerve by pressure from a protruded disc or tumor, and the proper treatment is the removal of this pressure by surgery at the earliest possible time. Many patients become weak because of forced inactivity due to the back condition; even a short stay in bed may produce weakness. The weakness must be treated by exercise.

**Manipulation.** Manipulation is often used with good results in cases of sudden onset of acute back pain, after a bending or twisting motion. Manipulation may also be of value in facet syndrome.

Dr. Knapp concludes that back pain is a difficult problem to solve by conservative treatment but, if approached analytically, much can be accomplished. Certainly, in a great majority of cases, there must be a factor of relaxation of ligaments or tendons which, by allowing abnormal movement, put stress on the nerves and produce acute episodes of low back pain.

These acute attacks occur when there is a bending or twisting motion which is an insignificant force to set up such an acute episode of low back pain. Whatever the modality of treatment, it requires weeks for the pain, muscle spasm and muscle spasticity to subside.

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



**Call SIU Hall immediately!**

## NLRB Rejects Runaway Appeal

WASHINGTON—Runaway ship operators have been unsuccessful in their first move to overturn the National Labor Relations Board decision giving the SIU the right to represent runaway crews. The NLRB denied a motion by the West India Fruit and Steamship Company asking that it rehear the case involved.

The NLRB, on February 16, issued a decision in which it found that SIU had the right to organize and represent crewmembers employed by the company. The Board based its ruling on the American ownership of the company and on its regular participation in American foreign commerce. It also found West India guilty of unfair labor practices in coercing crewmembers into repudiating SIU pledge cards.

### First In A Series

The rehearing move was the first in what is expected to be a long series of legal maneuvers by runaway operators' organization, the so-called "American Committee For the Flags of Necessity," to modify or overturn the NLRB ruling. It is anticipated that the operators will take the issue to the Federal courts. Either way the lower courts rule, there is certain to be an appeal to the Supreme Court eventually, because of the importance of the case.

The NLRB, recognizing the significance of its ruling, based it very heavily on prior Supreme Court and Federal court decisions.

### Would Grant Organizing Rights

Should the NLRB findings be upheld in the courts, it would give the SIU and other US maritime unions clear rights to organize and represent crews of all American-owned runaway ships participating in American foreign commerce. An estimated 450 to 500 vessels fall into this category, most of them bulk ore carriers or supertankers, plus a number of Caribbean and transatlantic passenger vessels.

The NLRB, in its ruling, held that the registry of the vessel was immaterial. What really counted, it said, is that the ship involved is American-owned, engaged in

American foreign commerce and operates regularly out of an American port. A number of other cases involving action against runaways are still pending before the NLRB, including SIU cases against Eastern Steamship and P&O.

## Landrum Spearheading 'Right To Work' Drives

Rep. Phil Landrum (Dem.-Ga.) has turned up as a spearhead of the "right-to-work" campaign to impose further restraints on trade unions at the state level. The co-author of the Landrum-Griffin Act is making appearances in various areas promoting proposed "right to work" legislation.

Landrum's action is no surprise to organized labor in light of his sponsorship of the Federal restrictions on unions. It points up what organized labor has long maintained, namely, that the real interest of the sponsors of Landrum-Griffin was restraint on legitimate trade union activity under the guise of "cleaning up" corruption in union ranks.

Appearing in Oklahoma City, Okla. in behalf of the "right-to-work" campaign in that state, Landrum delivered a speech attacking the labor movement and called for the enactment of a "right-to-work" law in that state.

In other states the "right-to-work" campaign shapes up as follows:

Attempts to pass such laws in Idaho and New Mexico were defeated for the present. However, efforts to recover some ground failed in Indiana and Utah when the legislatures in those states voted to keep their "right-to-work" statutes on the books.

### Maine Group

A state-wide "right-to-work" group has been organized in Maine with headquarters in Augusta and is conducting a campaign using the press, telephone, brochures and speeches in an attempt to secure passage of a bill now before the legislature.

## SIU Training Season On



With milder weather making outdoor drills possible, the second SIU lifeboat class of 1961 goes through its paces under the watchful eye of instructor Bill Doak (seated, center rear).

## KNOWING YOUR SIU CONTRACT



**ARTICLE II. SECTION 10. CUSTOMARY DUTIES.** Members of all departments shall perform the necessary and customary duties of that department. Each member of all departments shall perform only the recognized and customary duties of his particular rating.

**ARTICLE IV. SECTION 28. WIPERS.** (1) They may be required to assist in repair work but they shall not be assigned to a repair job by themselves without the payment of overtime. This is not to include dismantling equipment in connection with cleaning, such as grease extractors, bilge strainers and evaporators, etc.

On one SIU ship recently there was a case involving members of the deck department being assigned to do work which was outside the scope of their customary duties as per Article II, Section 10, above. In this instance, the deck department gang was assigned to do some work on a CO2 system in a deep tank. Consequently, overtime was submitted by the deck department men involved, some 42½ hours in all, which was disputed.

At the payoff, the patrolman established that the overtime should be paid as being outside the scope of the customary duties clause. But it was also pointed out that the wipers could have done the same job without payment of overtime as long as they were working under the supervision of an engineer, as per section 28 of the engine department working rules.

## Excess Load Costs \$5,000



**SOUTHAMPTON, England**—The skipper of a Liberian-flag tanker was fined nearly \$5,000 for pulling into this port so heavily overloaded that the vessel's Plimsoll mark was more than 15 inches below the surface.

Captain Kerlacos Xerovassilas, skipper of the 20,000-ton Liberian tanker Speedway, paid the fine in a local British court. The vessel was on charter to Standard Oil of New Jersey, carrying oil from Venezuela to the Esso Refinery here.

American operators and charterers of Liberian-flag tonnage have repeatedly boasted that their Liberian-flag vessels match the top safety standards of US-flag ships.



## SIU FOOD and SHIP SANITATION DEPARTMENT

Cliff Wilson, Food and Ship Sanitation Director



### Some Basic Rules On Cookery

Since the chief steward's primary responsibility aboard ship is to provide well prepared and served meals to the crew day in and day out, he must have at least a good working knowledge of the correct principles of cookery.

Cookery is the science of preparing food in such a way that it will appeal to the eye, be tasty, be easily digested and furnish nourishment to the body. Cookery includes the choice of proper food combinations, the preparation of foods, the actual cooking, seasoning and garnishing.

A cook can meet this objective if he brings to bear in his work knowledge of the foods available, the effects of the season of the year or climatic conditions, crew preference, and the limitations and possibilities of his cooking equipment.

Each meal should represent his best effort. He should take pride in his work rather than be satisfied with slipping by; he should take advantage of every opportunity to find new and pleasing ways to prepare food, and he should use available cookbooks and recipes to improve his skill.

One basic consideration in good cookery is an understanding of the many cooking processes available. There are two primary methods:

(1) Using moist heat; (2) using dry heat.

The moist heat method means that the food is cooked in a liquid. This is generally used for less tender cuts of meat and for vegetables. There are four types of cooking with moist heat: Pressure cooking or steaming; boiling; simmering and braising.

Steaming is cooking in the steam rising from boiling water or other liquid and is done by using the steam-jacketed kettle or pressure cooker. Boiling means heating a liquid until it bubbles; the bubbles rise to the surface and pass off in the form of steam. If the cooking vessel is uncovered and the steam passes off, the temperature of the liquid will never be higher than its boiling point. The boiling point of water is 212° F., except at high altitudes when it is lower.

Simmering is cooking in water below boiling point, between 180° F.—210° F. When the temperature is right for simmering, bubbles of steam will rise from the bottom of the vessel but will disappear before reaching the surface of the water. Beef stew is an example of a food that is simmered. Braising is similar to simmering, except that the food is first browned in a small amount of fat and is then simmered in a small amount of liquid until done. Braising makes possible long, slow cooking and, therefore, is very desirable for the less tender cuts of meat.

There is no liquid added when cooking is done with dry heat. In most dry heat cooking, the fats cook out of the food itself and prevent burning. Dry heat is generally used to cook the tender cuts of meats, and includes five separate cooking methods: Roasting; broiling; pan or grill broiling; frying and deep-fat frying.

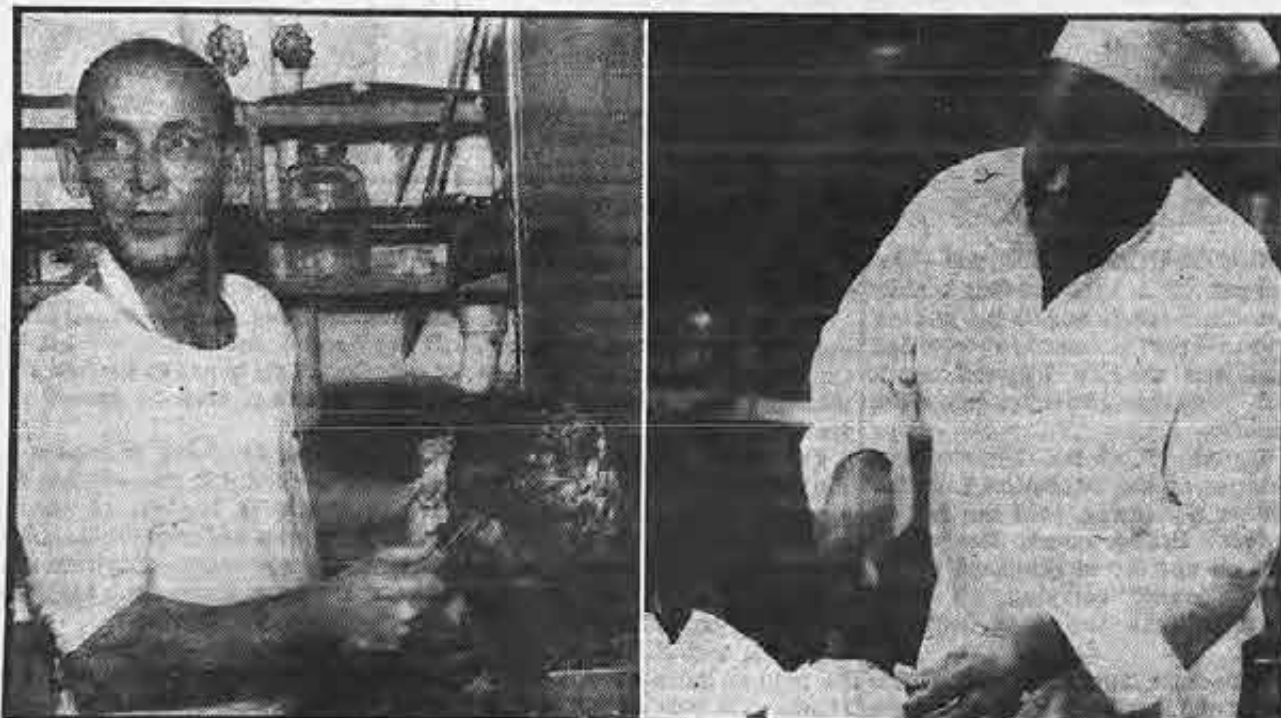
Roasting means cooking with dry heat in an oven. The dish or pan must be uncovered; otherwise, the food will steam instead of roast. Roasting is essentially the same as baking, and originally meant cooking before an open fire or by covering with hot coals. Although the same methods are used, roasting today applies only to meats and baking applies to bread and similar products.

Broiling is cooking by direct heat over coals or under a gas flame or electric unit. It is usually used only with meats. It is an extremely simple and very quick method, but is limited to the more tender cuts of meat, steaks and chops. Pan or grill broiling is cooking on top of the stove in a frying pan or on a griddle using only the fat of the meat itself. Frying differs from pan broiling in the amount of fat used. Pan frying is done with enough added fat to definitely cook the food in fat. It should be emphasized that certain foods are particularly adapted to pan frying, while others are suited only for deep-fat frying.

Deep-fat frying is the cooking of food by completely surrounding it with fat heated from 350° — 380° F. If the fat is kept at this temperature, foods are cooked quickly enough to prevent their absorbing fat. This same condition cannot be adapted to any other method of cooking. Do not hold the frying fat at high temperatures when it is not in use.

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

### Setting Them Up For Mealtime



Galley utilityman Cecil Hughes (left) removes roast from oven aboard the Ocean Evelyn. At right, chief cook Charlie Parker on the Jean, quarters heads of cabbage.

# Unions, Social Gains Targets Of 'Super-Patriotic' Society

A new movement which aims its fire in good part against trade unions and their members has come in for public attention recently. Under the guise of "fighting Communism," the movement, which calls itself the John Birch Society, seeks to strip unions and their members of basic rights and protection.

The head of the movement, a retired Boston manufacturer, Robert H. W. Welch, has been described on the Senate floor as a

"little Hitler" by Sen. Stephen M. Young (Dem.-Ohio). The society's objectives have all the earmarks of a fascist state.

An example of the extremist na-

ture of the group is a quotation from Welch's writings describing former President Eisenhower as a "dedicated, conscious agent" of the Communist conspiracy and calling for the impeachment of Chief Justice Earl Warren of the US Supreme Court. Former Presidents Roosevelt and Truman are attacked in much the same terms as is former Secretary of State John Foster Dulles.

Despite its extreme position, or rather because of it, the group is able to peddle membership on a fairly wide scale at \$1,000 per head for an initiation fee. At least two members of Congress have admitted to signing up.

Three points in the group's so-called "anti-Communist" program would be particularly damaging to American workers in general and unions in particular. They include repeal of all social legislation, elimination of all civil rights and abolition of the income tax.

Social legislation repeal would mean repeal of labor relations legislation under which unions function, the Social Security Act, minimum wage act, child labor laws, unemployment insurance, housing and slum clearance programs, workmen's compensation benefits and so on.

Elimination of civil rights would include eliminating the right to strike and picket as well as all other forms of free speech and freedom of association. The abolition of the income tax would inevitably lead to the tax burden being placed directly upon workers and their families through heavy sales taxes on all daily necessities, with the well-to-do and those of modest incomes paying at the same tax rate.

The group's success in recruiting ample financial support, if not a mass following, is prompting proposals for Congressional investigation of its activities.

## LABOR ROUND-UP

After repeatedly denying that it planned to move to a non-union community, the Norge Division of the Borg Warner Corp. announced that it will close its Muskegon, Mich. refrigerator plant this summer and move into a new factory at Greenwood, Ark., financed by a tax-exempt bond issue, of which the company bought a large share. The decision—the latest example of "industrial piracy"—will add 1,400 members of the Allied Industrial Workers union to the growing unemployment roll of Muskegon. At no time did the company offer to discuss the industrial situation with the union.

Workers who have lost jobs because their employer has run away are entitled to damages even though the expired contract did not have any transfer clause, a US Court of Appeals has ruled. The 2-1 decision, the first of its kind from an Appeals court, reversed a lower Federal Court. It stated that the runaway concern, the Glidden Co., is subject to a damage suit by five members of Teamster Local 852 who argued that they were entitled to job offers in the new plant based on seniority rights acquired at the original factory.

Zoological employees, members of Local 1501, State, County & Municipal Employees Union, striking against the Bronx Zoo and the Coney Island Aquarium, staged a pet show on the picket lines when they marched with boa constrictors, rock pythons, monkeys, sheep and goats. A skeleton staff of the union, which represents menagerie keepers, maintenance workers, office, restaurant and clerical employees are on duty to care for the animals while the union strikes "against the management, not the kids or

the animals" for recognition and a contract.

A merged union representing all bakery and confectionery workers may result from an agreement signed by the AFL-CIO affiliated American Bakery & Confectionery Workers and the 75 year-old Bakery & Confectionery Workers, expelled from the Federation in 1957 for corruption. The agreement pledged to end raiding between the unions and initiate "negotiations looking toward a merger." ABC, which has a larger membership than B&C after winning a number of organizing elections, was formed by locals opposed to the leadership of B&C president James Cross who, together with secretary-treasurer Peter Olson, will be tried by B&C's executive board on charges of misappropriating \$35,000 in union funds.

Japanese is being used by the Amalgamated Clothing Workers of America in unionizing efforts in Hawaii where many Japanese speaking workers are employed by clothing companies—and the unusual-looking leaflets are winning results with representative election victories by the ACWA at two plants and petitions expects at others soon. The handbills—printed in English and Japanese—carry two principal messages: "You are the Union" and "The Amalgamated Way is the American Way."

## Runaway Motto: 'Shilling Saved Is Shilling Earned'

LONDON—Jean Paul Getty, reputedly the world's richest man, has added to his reputation as a tight man with a shilling by installing pay telephones in his British mansion.

Getty complained that too many of his guests were making long distance telephone calls. To top it off, the hired help was running up phone bills by calling their families in Scotland.

Under the British telephone system, a call from London to Glasgow, Scotland, costs 42 cents. The monthly charge for telephone for local call use is less than \$3.

### Getty Fortune Runs High

Getty, whose personal fortune has been estimated as upwards of \$800 million, owns the largest hunk of the Tidewater Oil Company and the Getty Oil Company. He is a major operator of runaway-flag tanker tonnage, having several of the world's biggest and most modern tankers in operation under the Tidewater house flag.

Getty has gotten into the news on several occasions for his reluctance to spend money. He bought the old British mansion as his headquarters because he found that his executives ran up hotel bills every time they were called to London for a conference. Now the

executives stay at the mansion. Presumably, they'll have to use the pay telephone for personal calls.





# THE CANADIAN SEAFARER


**Canadian Sailor**

## Seaway Opening Is Earliest Yet

**MONTREAL**—The St. Lawrence Seaway opened its third season on the morning of April 15 when the first ship moved through St. Lambert lock here.

The Seaway opening was the earliest in the waterway's short history and was made despite late ice conditions which are expected to slow down traffic until late in April. The 1961 opening was three days ahead of last year.

Traffic was restricted to daylight hours between the Iroquois lock near Prescott, Ont., and the Montreal section because of ice conditions the first few days of navigation.

A runaway laker, the Cloverdale, formerly of the CSL, which recently transferred to Bermuda-flag registry, was the first ship through St. Lambert locks at the eastern terminus of the Seaway.

The Welland Canal, connecting Lake Erie with Lake Ontario, opened April 3, two days behind

schedule.

Another important link in the Seaway system, the Sault St. Marie Canal connecting Lake Huron and Superior, opened early in April on time.

Key points in the Great Lakes were opened to navigation earlier than the St. Lawrence Seaway, but bad weather and ice conditions caused delays on the Lakes in addition to blocking traffic on the river.

Though the Seaway opened on schedule, normal traffic was not expected on the waterway until the last week in April.

Below Montreal, late ice conditions delayed the arrival of deep-sea vessels into the harbor. The worst ice condition in years has been reported from Newfoundland to the Lakehead. Delays are expected at the Welland Canal after the first rush of ships down the Seaway.

During two of the three years of its existence, the Seaway opening was later than expected. Veteran observers along the St. Lawrence River attribute the late break-up to the very existence of the Seaway.

It has been noted that prior to the Seaway, the rush of water broke up the ice by mid April. But with the dams in the river which control the level of Lake Ontario, and as a result slow the river current, the break-up has been occurring later.

## Lakes Owners Ponder Switch

**TORONTO**—Some of Canada's major Lakes shipping companies are planning a blow to the nation's maritime industry, according to unofficial reports here.

The "Toronto Telegram" early this month said that the big Lakes companies are considering placing their fleets under Bermuda registry to compete more effectively with British flag vessels operating in the St. Lawrence Seaway.

The report points up the seriousness of the Canadian maritime situation. Great Lakes labor unions on both sides of the border, under the leadership of SIU of Canada president Hal C. Banks, have begun efforts to stem the flood of foreign-flag and runaway-flag competition.

The Lakes companies plans to switch their vessels to Bermuda registry have not been confirmed. A spokesman for the Dominion Marine Association, to which most Canadian shipping companies belong, said his organization does not know anything about the report.

However, the association leader admitted that one or more carriers may be considering switching to Bermuda registry on their own without informing the association.

Under the proposed runaway Bermuda flag, the shipowners would have the same rights they do now because they would fly a Commonwealth flag.

## SIU Canadian District Halls

**FORT WILLIAM**.....408 Simpson St.  
Ontario Phone: 3-3221  
**HALIFAX, N.S.**.....128½ Hollis St.  
Phone 3-8911  
**MONTREAL**.....634 St. James St. West  
Victor 2-8161  
**QUEBEC**.....44 Sault-au-Matelot  
Quebec LAfontaine 3-1569  
**THOROLD, Ontario**.....52 St. David St.  
Canal 7-5212  
**TORONTO, Ontario**.....272 King St. E.  
EMpire 4-5719  
**VANCOUVER, BC**.....208 Main St.  
**ST. JOHN, NB**.....177 Prince William St.  
OX 2-5431

## Waterfront Union Men At Montreal



Representatives of unlicensed seamen, marine engineers, longshoremen, waterfront teamsters and other maritime workers meet in Montreal at the SIU of Canada hall to discuss ways of combatting unfair competition of runaway-flag and British-flag vessels in American and Canadian waters.

## Maritime Unions Map Out Program To Fight Lakes Runaway Operations

**MONTREAL**—Nine international labor unions, including the SIU, met here early this month to chart plans to combat low-wage, cut-rate competition by foreign-flag shipowners in American and Canadian Lakes waters.

The Canadian maritime industry has been hit hardest by runaway-flag operations. Its deep-sea fleet has virtually disappeared and Canadian Lakes trade is open to all cut-rate foreign flag operations. Canada, unlike the US,

has no shipping company subsidies, and its domestic maritime trade is not restricted to Canadian-flag ships.

The unions, representing every phase of waterfront activity, have joined in the fight against runaways. The labor organizations last November formed the Great Lakes Council of the Maritime Trades Department and set up machinery to coordinate Lakes and Seaway labor.

The 50-member delegation met again this month and declared its determination "to forcefully pursue a policy of centralizing the efforts of many militant trade unions which make up the Maritime Trades Council."

Chairman of the meeting was Hal C. Banks, SIU Canada president and executive vice president of the SIUNA.

Others involved in the program include Fred Smith of Toronto, representing waterfront Teamsters; John Chrobak of Cleveland, representing the United Steelworkers of America District 5000, vice chairman of the committee; Patrick Sullivan of Buffalo, representing the International Longshoremen's Association; Pat King of Boston, a vice president of the Masters, Mates and Pilots; Ray

McKay, a vice president of the Marine Engineers Beneficial Association; H. Ingram of the International Union of Operating Engineers, and representatives of the Boilermakers and Carpenters Unions from both sides of the Great Lakes.

In addition to conventional Pan-Atlantic flag ships, there are many American and Canadian-owned ships flying United Kingdom and British West Indies flags operating in the Lakes at cut rates.

Banks noted that at the beginning of this year 49 British-flag deep-sea vessels were trading on the lakes, and at least 72 vessels in 14 fleets switched from Canadian to British flag.

Several Canadian seamen who sailed the ships before the vessels switched registry visited their former ships and were shocked by the changes. In many instances, equipment such as refrigerators and heads which had been standard while the ships were flying the Canadian flag were removed before the Canadian crews got off.

Canadian Seafarers, members of the SIU of Canada are a vital element in the maritime picture generally and in the SIU family of unions. They man ships under Canadian flag across-the-board—deep sea off the Atlantic Coast, on the Canadian West Coast, on the Great Lakes and the Seaway. The Canadian SIU also represents large groups of Canadian tugboatmen, dredgemen and allied crafts. The Canadian District works closely with the other SIU unions throughout North America and the mutual relationship has been of great advantage to all SIU members.

## In Canadian Ports

### Montreal Fitout

**MONTREAL**—This port is looking forward to an active spring fitout with about 47 vessels laid up in the Montreal harbor area. All Hall Corporation tankers now have their new "Transport" names. British ships are expected to monopolize the Montreal-Hamilton-Toronto-Newfoundland run this summer.

### Halifax Hall Painted

**HALIFAX**—The Canuk Trader has been back here after a winter trip to Germany with a full SIU crew including mates and engineers. The Halifax SIU hall underwent renovation this spring, including a complete paint job and new tile decks installed.

### West Coast Has Fog

**VANCOUVER**—Fog in this harbor caused a series of accidents this winter involving SIU-contracted tugs Arctic Straits and the TEV Princess Patricia. The British Columbia Air-Sea Rescue Service has moved to a new and bigger coordination center and the service is getting new cutters and aircraft. The SIU joins the Teamsters in opposing use of union funds in financing the New Party, a new political group.

### Quebec Men In Race

**QUEBEC**—St. Charles Transportation has begun a ship improvement program, building mess-rooms and planning foc'sle work. The Union has been meeting with the company to work out details on the improvements. SIU men entered the traditional cross-river race during the Winter Carnival and did quite well.

### Toronto Harbor Job

**TORONTO**—The Government has earmarked \$1,700,000 for improving the harbor here. Dredging will enable the largest vessels which transit the Seaway to pass through the harbor and the ship channel.

### New Ships At Thorold

**THOROLD**—The Seaway Authority has served notice that very high frequency (VHF) radio telephone equipment will be compulsory on the Welland Canal at the opening of navigation next year and it is expected that the equipment will be required for the rest of the Seaway. Fitout will see crews on new CSL and Misener craft. The Wheat King is also scheduled to crew up for deep-sea grain trade.







STEWARDS NEWS

West Coast Sailors

## THE PACIFIC

## McNamara Pledges MSTs Investigation

WASHINGTON—US Secretary of Defense Robert McNamara will investigate the Military Sea Transportation Service's operation of 17 cargo ships in the Pacific.

The Sailors Union of the Pacific and the Masters, Mates and Pilots have called for a probe of the MSTs operation. The vessels, which fly the American flag, are manned by Japanese crews. An estimated 750 jobs are thus lost by members of the three SIU Pacific District unions.

McNamara, who sailed with the SUP during school vacations about 25 years ago, said that he has asked the Navy to review the situation with him in detail.

The joint demand for an investigation was made earlier this year by Morris Weisberger of the SUP and Capt. Robert Durkin of the West Coast local of the Masters, Mates and Pilots.

### Congressmen Support Probe

Since the demand, several Congressmen and Senators have indicated their support of the Unions' position. Congressman Thomas M. Pelly of Washington, member of the House Merchant Marine and Fisheries Committee; Senator Warren Magnuson of Washington, chairman of the Senate Merchant Marine Committee, and Senator J. Strom Thurmond of South Carolina have all wired their support of the SUP and MM&P position.

The MSTs operation of the ships with foreign crews has taken about \$85 million out of the US economy in recent years. The yearly cost for the foreign crews and operating expenses has been estimated at \$8 million.

The ships are being crewed by Japanese in spite of the fact that there is a shortage of Japanese seamen and many American seamen are on the beach. The San Francisco "Call-Bulletin" supported the position of the two unions.



McNamara

## MC&S Sets June Dates On Conference

SAN FRANCISCO—The Marine Cooks and Stewards Union's Coastwise Conference, tentatively scheduled for June 15-18 in San Francisco, will be coordinated by Assistant Secretary-Treasurer James Willoughby.

The conference will be held in conjunction with the 10th anniversary of the MCS charter from the SIUNA.

### Agenda Drafted

A tentative agenda for the conference is being drawn up by headquarters, the branch ports and by shipboard delegates. Among the problems to be considered is the coming negotiation with shipowners, shipboard discipline, membership education and enforcement of work rules.

All groups of ratings from all ships are expected to be represented at the conference, resulting in the broadest possible viewpoint on all matters affecting the Union.

Final plans for the meeting were drawn up last month at a conference of Union port agents from all MC&S branches.

YOUR UNION MEETINGS ARE IMPORTANT TO YOU. ATTEND THEM!



## MC&S Steward At His Desk



Chief steward Pete Bianchi of the MC&S goes over inventory sheets in his office aboard the President Monroe (APL). The ship was in an East Coast port.

## MFOW Family Reunion



Enjoying a reunion with part of his family at the San Francisco PHS hospital is MFOW member Sam Matthews who was severely injured more than a year ago when he was attacked in New York. Contributions by SIU Pacific District members made possible Sam's reunion with (l to r) his wife; Darnell, 7; Keith, 17; Dalford, 15, and Samuette, 10. The family's home is in Honolulu.

## Pacific Port News

### Seattle Mate Beef

SEATTLE—Mates on the SS Utah here have been working aloft, doing sailors' job, the SUP reports, but a port committee is squaring away the problem. MFOW, MCS and SUP fighting Alaska state income tax on non-resident seamen.

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### Portland Ships Grain

PORTLAND—Shipping has been good here as grain ships move in the river. MCS membership met to hear about proposed medical clinics. MFOW Portland agent R. N. Sweeney assumes seat in Union's board of trustees relinquished by Stanley Mish.

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### Optical Program Starts

SAN FRANCISCO—MFOW optical program has begun which will enable members to get one pair of glasses and frames each year. Old building next to MC&S hall is coming down and will be replaced by new MEBA hall.

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### Ships Transit Hawaii

HONOLULU—A large number of ships were in transit here last month, SUP reports. Carl Heck of the Sailors was in the hospital at the beginning of last month. Sam Matthews' family has returned here.

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### Build Grain Elevators

SAN PEDRO—Black gang shipping has not changed much from this port from last month, MFOW

reports. MFOW trying to assure that Pacific District Unions will man all trial runs from this port and look for success. Long Beach grain elevator which is being built may mean better shipping in the future.

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### New York Fair

NEW YORK—Shipping has been good here, according to SUP. Sailors here negotiating with American-Hawaiian on intercoastal operation, but nothing definite yet. MCS shipping has been rather slow.

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### Wilmington Slow

WILMINGTON—Shipping dropped off slightly at the beginning of last month and failed to gain much headway, SUP reports. Sailors increased deckhand wages on the SS Catalina. MCS and SUP foil attempts by Matson to cut manning on vessels.

On these pages is news of activities of the SIU Pacific District representing the three West Coast unlicensed unions, the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards Union, who sail under the SIU banner predominantly in the Pacific trades to Hawaii, Alaska, the Far East and on 'round-the-world runs. The SIU Pacific District Unions are a key group in the SIUNA, representing as they do the entire maritime industry on the West Coast.

## West Coast Lauds NLRB Appointee

SAN FRANCISCO—Pacific District Unions of the SIUNA and other West Coast labor organizations joined in welcoming the appointment of Gerald L. Brown as a member of the National Labor Relations Board.

Brown, who was regional director of the NLRB in San Francisco, was named to the Board by President Kennedy last month. He is the only West Coast representative in the NLRB Washington administration.

### Pacific District Wires

Just prior to his appointment, the Pacific District wired the President: "Our Unions have always found Gerald Brown to be honest, able and conscientious. Outstanding public servants such as Gerald Brown should be promoted. The Pacific Coast has no representative on the National Labor Relations Board and we believe Mr. Brown, in view of his long experience on the Pacific Coast, would contribute valuable knowledge to the administration of the NLRB."

### Labor Council Backing

The SIUNA endorsement followed the unanimous adoption by the San Francisco Labor Council of a resolution calling upon the President to fill the NLRB vacancy with a qualified man from the West Coast.

Brown replaces Joseph A. Jenkins who resigned from the five-man national board late last month.

Since 1947, Brown has been director of the NLRB for Northern California, Hawaii, Nevada and Utah.

## SIU Pacific District Halls

### SUP

HONOLULU.....Pier 8, Room 206  
Phone 502-777  
NEW ORLEANS.....523 Bienville St.  
Jackson 5-7428  
NEW YORK.....675 4th Ave., Brooklyn  
HYacinth 9-6603  
PORTLAND.....211 SW Clay St.  
Capitol 3-4330  
SAN FRANCISCO.....450 Harrison St.  
Douglas 2-8383  
SEATTLE.....2505 1st Ave.  
Main 2-0290  
WILMINGTON.....505 Marine Ave.  
Terminal 5-6617

### MC&S

HONOLULU.....Room 206, Pier 8  
Phone 5-1714  
NEW ORLEANS.....523 Bienville St.  
Ramond 7-428  
NEW YORK.....675 4th Ave., Brooklyn  
HYacinth 9-6600  
PORTLAND.....211 SW Clay St.  
Capitol 3-3222  
SAN FRANCISCO.....350 Fremont St.  
EXbrook 7-5600  
SEATTLE.....2505 1st Ave.  
Main 3-0088  
WILMINGTON.....602 Broad Ave.  
Terminal 4-8338

### MFOW

HONOLULU.....56 North Nimitz Highway  
Phone 5-6077  
NEW ORLEANS.....523 Bienville St.  
MAGnolia 0404  
NEW YORK.....139 Greenwich St.  
Cortland 7-7094  
PORTLAND.....522 NW Everett St.  
Capitol 3-7297-4  
SAN FRANCISCO.....240 Second St.  
Douglas 2-4592  
SAN PEDRO.....296 West 7th St.  
Terminal 3-4483  
SEATTLE.....2333 Western Ave.  
Main 2-6326





West Coast Sailors



# COAST SEAFARER

## MC&S Galley Gang On President Monroe



The lion's share of the MC&S steward department aboard the *President Monroe* (APL) poses for its portrait while the ship was docked in New York harbor last winter.

## SUP Wins Pay, Kayos 'Desertion' Rap On 2 AB's

**SAN PEDRO**—The Sailors Union of the Pacific last month went to bat in court for two sailors who became ill aboard their ship and were charged with desertion by the company when they went to the hospital. The two men were acquitted and their pay was restored.

The false charges stemmed from the Lurline's holiday cruise. **Jerome Dominguez** and **Earl Burris**, both ABs, became ill at sea. Dominguez had an abscessed tooth and Burris suffered a pinched nerve in the shoulder.

Both were treated aboard the vessel and were given master's certificates for treatment at the San Pedro Public Health Hospital when the ship reached that port. However, the master, acting under orders from Matson, refused them a mutual consent payoff at Wilmington. The company insisted that the two men had to ride the vessel to San Francisco for treatment.

This insistence came in spite of the fact that two qualified and healthy men were waiting as replacements at Wilmington.

Dominguez and Burris went ashore for medical treatment and were found "not fit for duty" at the Public Health clinic in San Pedro. Dominguez had his abscessed tooth extracted and Burris underwent treatment for the pinched nerve.

The Lurline then sailed without the two men and they were logged as deserters. Their wages were deposited in the Federal Court in San Francisco.

Morris Weisberger, secretary-treasurer of the SUP, instructed the Union attorneys to assist the two men in recovering their money. The procedure involved filing petitions, taking the testimony of the master, staff captain and doctor on the Lurline. It also entailed two full days of court hearings early in March.

Under cross-examination, the ship's officers were unable to substantiate the loggings. The court returned the money to Dominguez and Burris. It found that Matson had acted arbitrarily for its own purposes in refusing the two deckhands treatment at Wilmington.

The court found that the two men were fully justified in going ashore for treatment and were not deserting the ship.

## Firm Hires Ship After Barge Loss

**HONOLULU**—A Honolulu construction company, fed up with losing two unmanned sea-going barges loaded with equipment, has chartered a ship for the second time to transport gear to the Marshall Islands.

The PMZ Company chartered the SS *Nenana* (Alaska Steamship) which sailed late last month for Kwajalein with an SIUNA Pacific District unlicensed crew.

Late last year, the company lost two unmanned sea-going barges enroute to the Marshalls. After that they chartered the *Nenana* for the first time.

Arrangements have been made for the crew aboard the *Nenana* to work the cargo in the Islands. The charter, although not particularly lucrative for Alaska Steamship, keeps the *Nenana* running. The ship will return directly to the Alaska trade after the run.

## SIU Pacific Unions Hit Ship Policies

**SAN JUAN**—Progress and problems of the SIU Pacific District Unions, the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards, were highlighted at the Tenth Biennial Convention of the SIUNA here last month.

The concern of the Pacific District Unions with the state of the

was voiced by Morris Weisberger, secretary-treasurer of the SUP and SIUNA executive vice-president.

Weisberger noted that the Government spent more on peanut butter and cheese production problems than on the US-flag merchant marine.

The SUP, MC&S and MFWO noted the attrition of jobs caused by runaway flag operations and MSTs policies of crewing its American-flag ships with foreign seamen. The unions said they intend to continue efforts to improve the US-flag merchant marine.

### Note Welfare Gains

Welfare benefit gains for Pacific District members were also outlined at the convention. The three Unions reported on the proposal to build more homes for retired members at the Stewards Training School near Santa Rosa, Calif.

A number of retired members of all three unions are presently enjoying the comforts of bungalow-style retirement homes of the Santa Rosa Center.

Final approval of an optical program, financed by employer contributions, was also reported. Surveys in all ports are being made to set up a uniform plan for all members. Negotiations are continuing for the establishment of medical clinics for West Coast Seafarers. Financing by shipowner contribution is already in effect, but the Unions are fighting proposals by the owners to establish "superman" standards for shipboard employment.

### Jurisdiction Defended

Successful defense of SIU-Pacific District jurisdiction on bulk carriers against Harry Bridges' longshoremen in Hawaii as well as the stalling of Bridges raids on West Coast fishermen were also noted.

## States SS Will Build 2 Mariners

**SAN FRANCISCO**—States Steamship, an SIU Pacific District contract company, will build two Mariner-type cargo ships for the transpacific trade.

A \$22,220,000 contract for the two vessels has been signed by States and the Federal Maritime Board, with National Steel and Shipbuilding Co., of San Diego.

The first ship is to be delivered within two years, and the second vessel will be completed about two months after its sister ship.

### States Orders 6 Ships

This is the second group of ships contracted for by the company. A year ago, States ordered four similar Mariners to be built in East Coast shipyards.

The six ships on order are part of the State Line replacement program which will eventually cover 13 ships of its fleet.

A construction differential rate has been established for the two ships at 47.7 per cent, based on the cost of producing similar ships in West German yards.

The keel for the first vessel will be laid July 29. The ships are 20-knot vessels with a length of 565 feet, a 76-foot beam and will have a lift capacity of 14,320 tons. The propulsion machinery will generate 17,500 horsepower.

American-flag merchant marine

## Marine Fireman At Work



Inserting a burner on the *President Monroe* (APL) is **George Albano**, FWT, a member of the MFWO. Photo was taken while the ship was recently in Jersey City, NJ.

## Pacific District Shipping

Port	SUP 2/6 to 3/6	MFWO 3/1 to 3/31	MC&S 3/1 to 3/31	Total
San Fran.	569	191	354	1,114
Seattle	98	65	39	202
Portland	106	80	62	248
Wilmington	297	(no hall)	59	356
New York	85	58	27	170
New Orleans	73	(no hall)	3	76
Honolulu	22	35	(no figures)	57
San Pedro	(no hall)	66	(no hall)	66
Total	1,250	495	544	2,289



## Columnist Extols Sea Travel

NEW YORK—The virtues of sea travel as compared to the "hurry-hurry" of jet airlines, were expounded by "New York Times" columnist Brooks Atkinson, following a leisurely voyage to San Juan aboard the Kathryn (Bull Line). Atkinson, former drama critic for the

## Maritime Roundup

The St. Lawrence Seaway prepares to open this month with the expectation of increased toll revenues, but the amount may not be enough to offset growing financial difficulties. Tolls in the past two years of operation have not lived up to forecasts which envision amortization of the seaway's cost by \$2,008. If the present difficulties continue the authority may review the tolls before the 1964 date required by law, and possibly increase the charge.

A new method of lifting massive canal gates off their bases was used by Panama Canal engineers in their periodic overhaul of the Gatun Locks. The method, which reduces the amount of time the locks are out of commission, involves floating the gates off their hinges into special docks along the wall while the locks were half full of water. After the locks were emptied, repairs on the gates and on the canal system were then completed.

A record total of tonnage was sold for scrap last year, and the concern that compiled the figures predicted that 1961 would also be a good year. During 1960 the shipbreakers bought a total of 3,828,000 gross tons of ships for scrapping. Two factors were cited: higher scrap prices and the belief of many shipowners that shipping rates would not rise until surplus tonnage had been eliminated.

Tankers were the main type of ships scrapped.

Use of the nation's inland waterways system has increased at a rate twice that of the average for all other forms of transportation, according to a Princeton University conference report. It was estimated that by 1980 the US will need transportation system with a capacity double the present one, and that the inland waterways system will handle a significant portion of this increase.

Accidents involving ships were more expensive last year than in 1959, the American Hull Insurance Syndicate reported. Twenty-three major ship casualties cost the insurance group \$5,750,000 in claims last year, an average of almost \$250,000 each. This was "significantly" above the average for 1959 and does not include the cost of the multitude of minor accidents that occur around the clock each day among the 3,000 ships insured by the group. This year did not get off to a good start either, with the losses of the Pine Ridge and the Sinclair Petrolere, the latter having one of the highest insurance coverages on record.

"Times" and currently a roving columnist, was impressed by the restfulness of the Puerto Rico run. He caught the Kathryn out of Brooklyn, and subsequently returned to New York via the Beatrice. While in Puerto Rico, he did several articles dealing with the economic revival of the island, as well as the attractions of its climate and leisurely manner of living. His initial article in the series he has written dealt with the trip south on the Kathryn. (See illustration.)

### Another Celebrity

Another theatrical celebrity to travel on the San Juan run not too long ago was Gypsy Rose Lee, whom the oldtimers will remember nostalgically as the Queen of the Strippers during the 1930's. Subsequently her career in scanties was immortalized in a successful Broadway musical.

### Airline Competition

There have been no full-scale passenger services to Puerto Rico since Bull Line sold the SS Puerto Rico to foreign owners. Airline competition destroyed what looked like a promising passenger trade when Bull Line entered it back in 1950, with most people apparently preferring the rush of jet travel to the soothing relaxation of a sea voyage.

Like all other C-2s, Bull Lines' ships on the Puerto Rico run have accommodations for 12 passengers.

## Seafarer's Watch Partners



Seafarer and Mrs. George W. Key and their two twin boys Anthony (left) and Robert, are shown taking tour of Union headquarters just after boys had their check-up at SIU clinic.

## Minimum Wage Fight Shifts To Senate

WASHINGTON—The fight to provide minimum wage protection for maritime workers on tugs and inland boats has now shifted to the Senate. The House of Representatives, in passing a modified minimum wage bill, knocked out coverage for seamen.

As a result, Senator Pat McNamara (Dem.-Mich.) has introduced a measure in the Senate which would restore the provisions knocked out in the House bill. McNamara's proposal would establish a \$1.25 hourly wage minimum and cover seamen on the minimum but not on the overtime provisions of the Act.

The House defeated a similar bill by one vote, after ship operators had lined up in opposition to coverage for seamen. The SIU and all other maritime unions had supported the coverage, pointing out that while deep sea seamen are not affected, there are many workers in the inland boat field who earn

less than the prevailing minimum wage.

The shipowners had objected to minimum wage coverage last year on the ground that time and one half for overtime would distort present overtime payments on deep sea ships. The seamen were specifically exempted from overtime provisions in this year's bill, but the shipowners opposed it nevertheless.

The \$1.25 wage minimum, plus coverage for seamen is supported by the Kennedy Administration. The one vote defeat in the House came about as a result of a coalition of Republicans and Southern Democrats. It is expected that the Senate will pass a bill closer to the Administration's wishes.

THE NEW YORK TIMES, TUESDAY, MARCH 28,

## Critic at Large

Scene Aboard a Cargo Ship to Puerto Rico Is Tranquil, in a Setting of Blue

By BROOKS ATKINSON

ABOARD THE KATHRYN, at Sea.

ALTHOUGH planes get to Puerto Rico in three and one-half hours from New York, the sea passage has one great advantage. It takes four days.

It begins on the battered Brooklyn waterfront, which is the

energy that will get us where we are going.

As soon as she is out of soundings she rubs the philosopher's stone. Time and space become infinite. Although she pushes ahead at sixteen and one-half knots, she remains at the mercy of the

Excerpt from "New York Times" columnist Brooks Atkinson's report on his trip abroad the Kathryn. He made his return trip to New York on the Beatrice. Atkinson praised the quality of service offered by SIU steward department men.

## Get Polio Shots, PHS Urges

The Public Health Service urges Seafarers who have not already done so to get their polio shots as soon as possible. The shots can be gotten at any PHS hospital without charge. Plenty of vaccine is available so there is no delay in the administering of the shots. The few minutes a Seafarer takes to insure himself against the crippling disease by getting the shots are well worth the saving of time, money and, most of all, the avoidance of suffering and possible disability.

SANTA EMILIA (J. H. Winchester), Feb. 19—Chairman, E. Winters; Secretary, R. O'Connor. Ship's delegate reported no beefs. Everything under control. New ship's delegate elected.

STEEL SCIENTIST (Isthmian), Feb. 3—Chairman, John Dunne; Secretary, A. C. Beck. No LOG delivered to ship. \$18 in ship's fund. Crew request clarification on draws in foreign ports. Crew request patrolman check medical supplies aboard this vessel. Ask LOG editor why Union periodical carries information and articles on other unions. Motion made that travelers' checks be replaced by US currency in foreign ports. Motion that headquarters negotiate with all SIU-contracted companies to raise the prevailing wages and OT rate to West Coast scale. Discussion on Food Plan. Grade A meats and bacon are not used aboard vessel as headquarters' Food Plan requested.

ELIE V (Ocean Cargoes), Jan. 29—Chairman, M. Welch; Secretary, R. McNeil. M. Welch was elected ship's delegate. Crew request new washing machine as the present one is out of order most of the time. They also request that fans be placed in every room. Company's reason for not having done this before is that there is a blower system for the rooms but blower has not worked but three days this trip and half the time on the last trip.

ALCOA PARTNER (Alcoa), Feb. 12—Chairman, H. Hume; Secretary, E. W. Auer. Ship's delegate reports no beefs and everything running smoothly. One man was left in the hospital

at Alexandria, UAR. Crewmember Parkman wished to hold his papers and personal effects for the Union hall but was overruled by topside. A hearty vote of thanks to ship's delegate for doing a fine job. Also, a vote of thanks to the Steward department. All men requested to sign crew list for headquarters' file.

ORIENT POINT (Cargo & Tankship), Feb. 19—Chairman, D. Chestnut; Secretary, Raymond Perry. Ship's delegate reported that the Union advised him that men with 60 days aboard the ship were "B" or "C" men would have to leave ship. Some disputed OT in deck and engine departments.

Jan. 16—Chairman, E. Gretskey; Secretary, Raymond Perry. No ship's delegate as ship's delegate missed ship. One man in deck department missed ship in Hoboken and his gear is still aboard. One man in engine department missed ship and one replacement failed to join ship. Gear was left by man who missed ship. Robert Mitchell elected ship's delegate. He was asked to see captain and request him to buy cigarettes while on coastwise articles and sell them at shore prices. He was also requested to have missing men's gear packed.

SANTA VENETIA (Elam), Feb. 3—Chairman, John Doyle; Secretary, Harold F. Hurlburt. Beef regarding no launch service will be brought to attention of boarding patrolman at payoff. Charles Lee elected new ship's delegate.

STEEL FLYER (Isthmian), Feb. 19—Chairman, Don Keddy; Secretary, Robert Black. Room allowance from

last voyage while in Singapore was approved. \$671 left in treasury. Byron Barns, ship's treasurer resigned. Motion that the practice of SIU patrolman demanding donations from SUP members on the ships, and visa versa, be stopped. Crew asked to leave quarters in good SIU order for next man. Suggestion made to have US currency replace travelers' checks for foreign draws. Request that repair list be made up several weeks in advance and handed in, also that needed

## DIGEST of SIU SHIP MEETINGS

repairs be brought to the attention of the departments involved.

STEEL VOYAGER (Isthmian), Feb. 19—Chairman, H. A. Orlando; Secretary, T. Jones. Ship's delegate reported no beefs. Ship had good payoff last voyage. \$17.25 in ship's fund. H. Orlando elected ship's treasurer. All repairs taken care of except two items. Steward to see chief engineer about scuppers in galley.

WACOSTA (Waterman), Feb. 19—Chairman, E. Yates; Secretary, J. Rielly. Ship's delegate reported all repairs have been taken care of and

everything is in good order. B. Kazmierski elected new ship's delegate. Crew reminded to return books to library when finished with them. Vote of thanks to Brother Rogg for building bookcase for crew. Crew asked to keep ship clean.

OCEAN ULLA (Maritime Overseas), Feb. 22—Chairman, Robert Lambert; Secretary, Joseph Buzalewski. \$6.26 in treasury. No beefs reported. Willam Smith elected ship's delegate. Motion made to have washing machine repaired as it has broken agitator. Drinking water rusty. There are insufficient pots and pans in galley. Grill promised has never been delivered.

SEATRAN SAVANNAH (Seatrains), Feb. 22—Chairman, W. Walker; Secretary, J. J. Tobin. Elected ship's delegate, F. Outgen. J. Tanner elected ship's treasurer. No beefs reported. Crew to get new television set. Will consult with patrolman regarding transportation from Jacksonville to Savannah. Vote of thanks to steward department for a good job. W. (Windy) Walker, chief cook will be missed due to his departure, not only for his culinary expertise but for his colorful fictional tales.

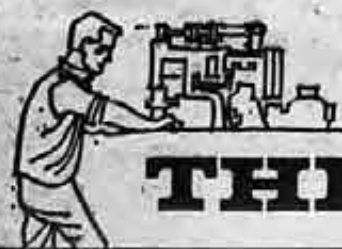
ELIZABETH (Albatross Tanker), Feb. 24—Chairman, O. Guinones; Secretary, P. Patrick. C. Foto elected ship's delegate. Department delegates report no beefs. Motion made to write headquarters regarding mattresses. No satisfaction was received from company. Steward department told not to dump garbage overboard, but aft.

MYRIAM III (International Navigation), Feb. 26—Chairman, R. L. Morrow; Secretary, A. L. Sargent. Ship's delegate reported no beefs and all is well with departments running smoothly. Telegram sent to Wilmington requesting a ship's library and OT sheets. All crewmembers asked to share the expense which is \$5.66. Discussion on the operation and care of washing machine. All crewmembers were asked to cooperate in keeping washing machine room clean. Steward requested all members of refrain from throwing linen on the decks. Request was made to allow the men on watch, place and receive their meals first with preference to the engine men as they have the shortest time to eat.

SEATRAN TEXAS (Seatrains), Feb. 14—Chairman, S. P. Garcia; Secretary, J. Gord. Ship's delegate reported no beefs. \$197.20 in ship's fund. One man missed ship in Texas City. One man left ship in New York a few minutes before sailing. Discussion on ship's fund and TV. TV to be given to the patrolman for the Seatrain Texas on the next voyage when she crews up. Ship's fund to be divided.

MERMAID (Metro Petroleum), Feb. 14—Chairman, Harry Diddlebeck; Secretary, W. C. Sink. \$4 in ship's fund. Discussion on draws and repairs. Suggestion to wire Seattle agent from Alaska and have him meet the ship and square away all beefs in Portland. Suggest that the maternity benefit be increased to \$400 and a \$50 baby bond. Motion was made that "C" card, who walked off ship at sailing time be brought to the attention of headquarters.





# THE SIU INDUSTRIAL WORKER

## UIW March Benefits Top \$10,000 Total

The United Industrial Workers Welfare Plan paid out 48 benefit claims to UIW members or their dependents during March. Checks for these claims amounted to a total of \$10,404.46, which is a high for the year, according to Plan officials.

Though the highest welfare claim check was \$814.00—this went to Enrico Montemarano of Wisconsin Metal—several other large welfare benefit claims were paid out. These included a check for \$806.30 to Nat Arico of New York Canvas and Rope; another for \$799.50 to Willoby Marsh of Airmaster Corporation and one for \$726.33 disbursed to John Worrell of A. A. Gallagher Warehousing.

### Welfare Benefit Checks

In addition, 11 checks for \$200 or better were paid out during the month to the following members: Hilkiyah Murray, Display and Advertising, \$497.00; Ruth Sandler, Schaevitz Engineering, \$454.92; Michael Padilla, Beam Matic, \$410; Alfred Mimms, Airmaster, \$378.36; Edward Tochman, C & S Canvas & Rope, \$351.10; Petro Andriszak, Southwark Cooperage, \$298.75; John Wiesemann, Schaevitz Engineering, \$295.34; Clarence Gadson, Eudhom Corp., \$282.85; Porter Glover, Airmaster Corp., \$272.98; Robert Pope, Airmaster Corp., \$225.57 and Hensley McKenzie, Display and Advertising, \$206.50.

### Maternity Benefits

Eight UIW members collected maternity benefits during the month, according to the Plan.

Of the 48 claims paid out during March, 24 went to members and the other 24 to their dependents.

## Renegotiate UIW Pacts At 4 Plants

NEW YORK—The United Industrial Workers Union of the SIU is currently in the process of renegotiating new contracts with four UIW-contracted shops in this area. Current contracts at these companies expire on the 30th of this month.

The names and locations of these plants are:

### New Contracts

Morsan Tents, 1015 50th Ave., Long Island City; Beam Matic, 25-11 49th St., Long Island City; Independent Cordage, 397 Washington St., New York City; and Eastern Automotive, 897 E. 134th St., Bronx.

Also, as reported in last month's LOG, a new contract is being worked out by the Union with the management of the Jay-Kay Corporation of 3300 Northern Blvd., Long Island City. Jay-Kay employs more than 700 during peak season and about half that number during slack times. The UIW was recently certified by the NLRB as bargaining agent for the workers at this plant. The campaign to organize and bring the firm under a UIW contract was fought bitterly for more than a year by Local 355 which previously held the contract. Local 355 is affiliated with the "catch-all" District 50 of the UMW.

## Classify Jobs At Jay-Kay

NEW YORK—During the past two weeks, UIW organizers have been at work classifying the jobs performed by more than 300 workers at the newly-won Jay-Kay plant in Long Island City.

The job classifications will be used as a basis for establishing new improved hourly wages for the various UIW members at Jay-Kay, where electric rotisseries and other similar gadgets are manufactured.

At present, several meetings between the Union and the management at Jay-Kay have taken place. Thus far, only general contract demands have been discussed. The next meetings will delve into actual wage demands, for workers in the various job classifications.

There are 20 departments operating at the plant, where more than 700 workers are employed during Jay-Kay's peak season which is starting about now.

### UIW Workman



Tony Fasano inserts shelf rests in medicine cabinets at UIW-contracted Standard Metals, Brooklyn.

The news on this page deals with people working under the SIU banner in shoreside establishments engaged in maritime production and allied fields. Included among the items made are cordage, canvas, lifesaving equipment, ship's gear and related industrial products. Because there had not been any organization available to them, many of these workers were formerly without any union protection, until they came under the SIU banner. Developments in their area will be reported here because they are an important part of the maritime industry.

## Jay-Kay Contract Talks Progressing



Jay-Kay management officials (back to camera) lend their attention to point made by UIW organizer Ralph Quinnonez (lower right) during negotiation meeting held at headquarters. Others in photo are (l. to r.): UIW National Director Steve Cardullo (at head of table) UIW representative Sal Maccarone and plant negotiating committee members Charles Heard, Mary Smallwood and Enoch Lloyd.

## These Are Your Union Meetings—Attend Them!

All union members should regularly attend the membership meetings in their area.

These meetings are devoted to discussions of matters vital to the welfare and security of every UIW member and his family.

What's more, these meetings provide every UIW member with the opportunity to speak up and state his views about these vital matters.

Here is the schedule of the next meetings:

NEW YORK—Tuesday, May 2, at 6 PM, SIU Hall, 675 Fourth Ave., B'klyn.

BALTIMORE—Friday, May 5, at 8 PM, SIU Hall, 1216 E. Baltimore St.

SUNBURY—Sunday, May 14, at 2 PM, Friendship Fire Company.

PHILADELPHIA—Tuesday, May 9, at 7:30 PM, SIU Hall, 2604 S. 4th Street.

## UIW Asks Vote At Weatherall

BALTIMORE—The United Industrial Workers Union has filed a preliminary petition with the National Labor Relations board for an election at W. G. Weatherall Co., a steel fabricating plant employing 15 workers here, according to Warren Leader, UIW organizer.

An initial hearing at the NLRB—at which time it was presumed that an election date would be set—was held earlier this month, says Leader, who is the new UIW organizer in this port.

Leader also reported that a stepped-up campaign was being planned in this area and that already several shops which look very favorable are being surveyed.

## Delegates Being Elected For 1st UIW Convention

NEW YORK—The United Industrial Workers Union of the SIU will hold its first annual convention at headquarters of the Union in Brooklyn, May 24.

The election of the convention delegates as authorized by the UIW constitution is currently in progress. Nominations for delegates opened April 10 and closed April 15. Any member of the UIW who is eligible under the terms of the UIW constitution was able to nominate himself for the convention post.

Ballots have been mailed to each member at his last known home address as listed in Union records. Each member was notified in a covering communication that the ballot, after being marked, should be sent to the designated Post Office box by not later than May 12.

A special UIW membership meeting has been scheduled for May 15 at which time a rank-and-file tallying committee will be elected for the purpose of counting the ballots and reporting the findings.

The convention will hear reports on the progress of the UIW to date

and is expected to draft plans for further organizing campaigns in the field.

## UIW Company Moving To NJ

PHILADELPHIA—The UIW-contracted Porter Matthews plant in this city is moving to a new location next month in Princeton, NJ due to a general expansion of the firm's operations, it has been reported.

Though the plant presently employs 20 UIW members, it's expected that a total work force of between 50 and 75 will be needed after the firm has set up operations at a brand new plant in Princeton. According to sources here, most of the present employees intend to make the move with Porter-Matthews next month.

The UIW-contracted plant, which specializes in metal fabricating, was one of the original industrial concerns to sign a contract with the then-MAWD in 1956.

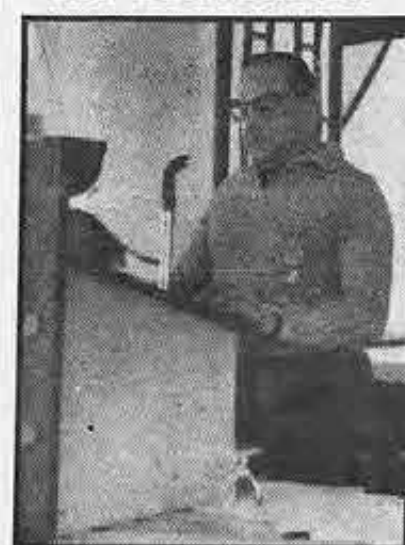
Porter Matthews will attempt to obtain some initial government-contracted work in the near future, says a reliable source here.

## Cite Correction In UIW Poster

All UIW shop stewards and members should take note that an incorrect telephone number appears on the small white posters recently distributed, which list Union numbers to call on matters concerning welfare and grievances.

Under welfare, the number that should have appeared is: Whitehall 3-3020. This should be changed as soon as possible to avoid delay and get speedy service on their welfare benefit claims.

### At Convention



UIW delegate Sal Maccarone addresses gathering at SIUNA's convention last month in San Juan.



# SIU ARRIVALS and DEPARTURES

All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name, representing a total of \$5,600 in maternity benefits and a maturity value of \$650 in bonds:

Rose L. and Carolyn L. Gracia, born December 9, 1960, to Seafarer and Mrs. Louis Gracia, Houston, Texas.  
 David Danne, born February 18, 1961, to Seafarer and Mrs. Adolph Danne, Mobile, Ala.  
 Randy Isenhardt, born January 17, 1961, to Seafarer and Mrs. Harry Isenhardt, Lowland, North Carolina.  
 Anastasia Daniels, born January 24, 1961, to Seafarer and Mrs. Harold Daniels, Atlantic, North Carolina.  
 Emmett Toal, born March 10, 1961, to Seafarer and Mrs. Harry Toal, Metairie, La.  
 Kimberly Keller, born January 3, 1961, to Seafarer and Mrs. John Keller, Evanston, Ill.  
 Dale Eldemire, born February 27, 1961, to Seafarer and Mrs. Delaware Eldemire, Tampa, Florida.  
 Donald C. Kress, born February 13, 1961, to Seafarer and Mrs. Carl A. Kress, Glenburnie, Md.  
 Raymond F. Beattie, born March 6, 1961, to Seafarer and Mrs. Samuel H. Beattie, Union City, New Jersey.  
 Anthony Buterakos, born February 28, 1961, to Seafarer and Mrs. Thomas Buterakos, Winchester, Va.  
 Evelyn and David Camacho, born March 15, 1961, to Seafarer and Mrs. Fructuoso Camacho, Brooklyn, New York.  
 Stephen McLeod, born February 15, 1961, to Seafarer and Mrs. Douglas McLeod, Houston, Texas.  
 James C. Dudley, born January 23, 1961, to Seafarer and Mrs. Henry Dudley, Alta Loma, Texas.  
 Dudley Leon Johnson, born February 27, 1961, to Seafarer and Mrs. Vernon C. Johnson, Houston, Texas.  
 Edward J. Pizzitola, born December 20, 1960, to Seafarer and Mrs. George Pizzitola, La Porte, Texas.  
 Linda L. Dring, born January 1, 1961, to Seafarer and Mrs. Arthur R. Dring, Aransas Pass, Texas.  
 Ivan R. Salls, born February 17, 1961, to Seafarer and Mrs. Marlon B. Salls, New Orleans, La.  
 Dana Marc Bellefontain, born September 29, 1960, to Seafarer and Mrs. Ronald Bellefontain, Portland, Maine.  
 Carol J. Chiarmonte, born January 1, 1961, to Seafarer and Mrs. Joseph Chiarmonte, Brooklyn, New York.  
 Donny M. Johns, born January 25, 1961, to Seafarer and Mrs. Iver J. Johns, Jacksonville, Florida.  
 Robert Johnson, born March 23, 1961, to Seafarer and Mrs. John S. Johnson, Parlin, New Jersey.  
 Nora Olveia, born February 17, 1961, to Seafarer and Mrs. Manuel L. Olveia, Brownsville, Texas.  
 Michele C. Stanton, born January 5, 1961, to Seafarer and Mrs. Joseph C. Stanton, Philadelphia, Pa.  
 Robert Todd, born February 8, 1961, to Seafarer and Mrs. Ralph Todd, Ovett, Mississippi.  
 Terry Le Blanc, Jr., born December 17, 1960, to Seafarer and Mrs. Terry Le Blanc, Aransas Pass, Texas.  
 Mark Ganger, born February 27, 1961, to Seafarer and Mrs. Harry Ganger, Sulphur, La.

## Seafarer's Son Fit For Play



Young Wayne Martin, Jr. has his anatomy checked over by doctor at clinic in the new hall at New Orleans. Wayne, whose dad is with the IBU, apparently was fit as a fiddle.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$56,000 in benefits was paid. (Any apparent delay in payment of claims is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates.)

Charles Ramsey, 51: Brother Ramsey passed away on February 26, 1961 at St. Joseph's Hospital, Houston, Texas, as the result of a cerebral hemorrhage. He had shipped SIU since 1952 in the deck department and is survived by his widow, Mrs. Ivabelle Ramsey, of Philadelphia, Pa. Burial was in Philadelphia. Total benefit: \$4,000.



Leo Rondario, 61: Brother Rondario passed away due to a lung ailment on February 1, 1961 at the USPHS Hospital, San Francisco, Calif. He had been sailing SIU in the engine department since 1947. Surviving is his widow, Mrs. Emilia A. Rondario, of San Francisco. The place of burial was San Francisco Cemetery. Total benefit: \$4,000.



Howard M. Coale, 51: A gastric hemorrhage was the cause of death to Brother Coale at Lake Charles, La., on December 17, 1960. He had shipped with the SIU since 1935 in the steward department. His survivors include his mother, a brother and a sister, Mrs. Carol Root, of San Diego, Calif. Burial was at Inglewood Cemetery, Inglewood, Calif. Total benefit: \$4,000.



Harold Restucher, 45: Brother Restucher died of broncho-pneumonia on January 30, 1961 at the USPHS hospital, New Orleans, La. He had shipped in the SIU engine and steward departments since 1939. His daughter, Mrs. Elizabeth R. Vaughan, of Port Sulphur, La., survives. Interment was at St. Michaels Cemetery, Pensacola, Fla. Total benefit: \$4,000.



Frank Cardoza, 66: A heart condition and diabetes were the cause of death to Brother Cardoza at Harlem Hospital, New York, NY, on February 10, 1961. He began shipping SIU in the steward department in 1941 and had been receiving special disability benefits since 1959. Surviving is his widow, Mrs. Sadie Cardoza, of New York City. Burial was at Pinelawn, NY. Total benefit: \$4,000.



Olin Bourne, 57: Brother Bourne passed away from a cerebral hemorrhage on February 28, 1961 at the Woodland Nursing Home, Calcutta, India. He had been a member of the SIU deck department since 1938. His widow, Mrs. Eva Bourne, of Daniels, Howard County, Md., survives. The place of burial is not known. Total benefit: \$4,000.



Oscar Voight, 58: A heart ailment caused the passing of Brother Voight on January 27, 1961 at the Church & Home Hospital, Baltimore, Md. He had been an engineer on SIU tugboats since 1937. His widow, Mrs. Alphosine Voight, of Baltimore, was named administratrix of his estate. Cathedral Cemetery, Baltimore, was the place of burial. Total benefit: \$4,000.



Okal Jones, 58: Brother Jones died of cerebral thrombosis at the USPHS Hospital, Baltimore, Md., on January 30, 1961. He had been sailing in the SIU engine department since 1949. His widow, Mrs. Virginia Jones, of Baltimore, survives. Interment was at Memorial Park Normandy, Miss. Total benefit: \$4,000.



Earnest Bailey, 56: Brother Bailey passed away as the result of a lung condition on March 9, 1961 at the Mobile Infirmary, Mobile, Ala. He had shipped since 1939 in the SIU engine department. Surviving is his widow, Mrs. Lola Bailey, of Mobile. Interment was at Rose Hill Cemetery, Ashburn, Ga. Total benefit: \$4,000.



Michael Szelliga, 56: Brother Szelliga passed away as the result of a heart ailment on November 11, 1960 at the Mercy Hospital, Baltimore, Md. He had shipped since 1956 as a member of the engine department on SIU tugs and is survived by his widow, Mrs. Jennie Rita Szelliga, of Baltimore. Burial was at Holy Redeemer Cemetery, Baltimore. Total benefit: \$4,000.



John Yuknas, 45: Brother Yuknas passed away as the result of a brain tumor on November 22, 1960 at the USPHS Hospital, Baltimore, Md. He had been a member of the SIU deck department since 1948. Surviving is a sister, Mrs. Helen Lee Lock, of Plains, Pa. Burial was at St. Casimir Cemetery, Muhlenburg, Pa. Total benefit: \$4,000.



Frank Kantorski, 65: A kidney ailment was the cause of death to Brother Kantorski on January 1, 1961 at the USPHS Hospital, Baltimore, Md. He began shipping as an SIU bargeman in 1956 and had been receiving special disability benefits since 1958. Surviving is his widow, Mrs. Theresa Kantorski, of Baltimore. Burial was at Holy Rosary Cemetery, Baltimore. Total benefit: \$4,000.



Oscar Adams, 60: Brother Adams died as the result of injuries in a fall at the USPHS Hospital, Staten Island, NY, on December 23, 1960. He began shipping with the SIU in the engine department in 1951 and is survived by a sister, Iris Wilson, of Astoria, Long Island, NY. His place of burial was St. Michael's Cemetery, Elmhurst, NY. Total benefit: \$4,000.



Benjamin Sumski, 45: An internal hemorrhage was the cause of death to Brother Sumski on February 11, 1961 at Meyer Memorial Hospital, Buffalo, NY. A member of the deck department, he had shipped with the SIU since 1943. Surviving is his widow, Mrs. Anna Sumski, of Buffalo. St. Stanislaus Cemetery, Buffalo, was the place of burial. Total benefit: \$4,000.





## FROM THE SHIPS AT SEA

Difficulties in getting draws in foreign ports has resulted in a number of beefs aboard many ships. Local laws governing the amount of money that can be taken ashore have added to the problem.

Aboard the *Thetis* (Admanthos) the ship's delegate reports that the captain is out of American currency and does not carry travelers' checks. The same problem arose on the previous trip, and the crew has called on headquarters to take some action.

One line of action was suggested by the crew of *Gateway City* (Sea-land) which suggest that persons who are going ashore be paid off first.

The *Steel Surveyor* (Isthmian) illustrated the problem that seamen

face in foreign ports. The ships' delegates report that the crew has been advised to draw their money in traveler's checks while the ship is at sea because Indian law in Calcutta won't allow the captain to issue any draw but in rupees.

Crew washing machines are getting a good workout from reports sent in by ship delegates. On the *Jean* (Bull) the crew moved to either repair the crew washer or replace it with a new one from the officers' laundry. The *Penn Transporter* (Penn) voted to obtain two new machines. On the *Alcoa Runner* (Alcoa) the washer is scheduled to be repaired or replaced. The *Yaka* (Waterman) wants to have at least two agitators for the machines before leaving on the next voyage.

### 'Sea Spray'

—by Seafarer "Red" Fink



### First Out Of NO



Robert Rudolph was the first Seafarer to ship out of the new New Orleans hall, getting a deck maintenance job aboard the *Del Sud* (Delta Lines) at the 9 AM call on March 6.

### LOG-A-RHYTHM:

#### My Hands

By Henri Perkikow

My hands, once strong and straight  
Raised girder upon girder, brick  
upon brick.  
These now awkward, trembling  
hands  
Anchored cables under rivers, over  
mountains  
Laid rails, wires that circle the  
land.  
My hands welded, moulded,  
Seeded and plowed.  
Picked cotton and corn.  
My hands tore from the earth  
Coal, copper, silver and gold.  
Faster, faster, my hands were  
driven.  
They were good hands,  
Wanted at the marketplace of  
hands,  
Small hands, big hands,  
Fine hands, calloused hands,  
White hands, black hands,  
All powerful hands,  
All hands for sale.  
Where I sold my two hands,  
Now my mutilated hands are re-  
fused,  
No more market for my hands.

## Jefferson Victory Nips Phosphorus Fire

(The following article, concerning an accident on the *Jefferson City Victory*, was submitted to the LOG by ship's delegate S. E. Walsh.)

About 0300 on March 6, the general emergency alarm rang for all hands to turn out. Five drums of phosphorus, weighing 450 pounds each, had become separated from about 50 other drums which included eight drums of ether, more phosphorus and other chemicals, all stored on the main deck at No. 5 hatch.

The five drums that came adrift rolled forward toward the house and No. 4 hatch. In doing so, they were damaged and burst into flames.

In a few minutes after being aroused, the crew had five streams of water on the "jumping fireballs." The deck crews secured the remaining drums, many of them rolling topsy turvy, to prevent them from getting out of hand. By shoring with hatch boards, additional wire rope and turnbuckles, etc. they soon had the containers under control.

In the meantime the engine and steward department were doing a bang-up job of keeping the fire under control. All hands then took over the job of getting these drums over the side. This was no simple task; the drums were rolling and jumping, also bursting into flames, as the ship was in a confused sea and it was impossible to keep the vessel on an even keel.

It was quite a feat to snag one, put a line around it, then have all hands on the boat deck except those on the hoses haul away, hoisting the drum to the ship's rail, pushing it overboard and cutting it adrift.

In the meantime two drums of ether became damaged and the area was heavily saturated with fumes, which added to the fire hazard. Fortunately no damage was done. One favorable aspect was the fact that the drums that were adrift went forward and were kept there. Quick application of water and the grim determination of the crew not to let the fire get out of hand may be more important than we

realized. If the fire had contacted the escaping ether it could have been the real thing.

It sure looked like a slip-up of safety regulations in stowing the cargo by placing drums of phosphorus, a burning agent, alongside of ether, a potential explosive. In addition, it was not properly secured when put aboard.

Topside was well pleased with the prompt response and quick action taken by the crew. After the emergency was over, around-the-clock fire watch was maintained until we arrived at Erie Basin on March 11. Once there, the shore gang regrouped the drums and properly secured them, encasing them in heavy boxes, strongly reinforced. The two drums of ether that were damaged were removed and the other six were placed in a receptacle on the opposite side of the hatch.

### Mail Crew Lists To Union Office

In order to keep Union records up to date and to fully protect Seafarer's rights to welfare and other benefits, it is important that all ship's delegates mail a complete SIU crew list in to headquarters after the sign on. The crew lists are particularly valuable in an emergency when it's necessary to establish seetime eligibility for benefits on the part of a Seafarer, or a member of his family, particularly if he should be away at sea at the time.

Crew list forms are being mailed to all ships with this issue of the LOG and can be obtained from Union patrolmen in any port.

**STEEL SURVEYOR** (Isthmian), Feb. 22—Chairman, Paul Arthofer; Secretary, Melano S. Sospina. Ship's delegate reported everything running smoothly. Suggested that anyone having enough money coming should draw sufficient in travelers' checks because of India law. Engine delegate suggested all passageway doors and rooms should be closed at all times in port. Crew asked to keep ship clean at all times. \$13.64 in ship's fund. No OT beefs.

**CAPT. NICHOLAS SITINAS** (Cargo & Tankship), March 5—Chairman, H. C. Wilson; Secretary, Joe Case. Ship's delegate got money draw beef straightened out. No beefs pending.

**GATEWAY CITY** (Sea-Land), Feb. 9—Chairman, R. Harford. Disputed OT from previous voyage will be brought to attention of patrolman. Steward was elected ship's treasurer. No money in ship's fund at present. Motion made to see patrolman about having crew messroom and 4-8 deck toilet needs. Steward department toilet needs painting. Suggestion made that members going ashore be paid off first. Vote of thanks to steward department. Pressure of sanitary water is low back aft.

**HENRY** (Progressive), March 19—Chairman, J. McKreth; Secretary, J. M. Dalton. Captain stated draw would be put out in American dollars or Singapore dollars. Deck maintenance could have fan from recreation room. No disputed OT. New ship's delegate elected, W. E. Battie. Leo Ponterat outgoing ship's delegate has done a good job. Need new belt and motor for washing machine. Water is rusty from dirty tanks. Vote of thanks for steward department.

**NATIONAL DEFENDER** (National Shipping & Trading), March 26—Chairman, Joseph C. Wallace; Secretary, Simeon M. Simos. Ship's delegate reported one man missed ship in Sasebo, Japan. One man was hospitalized. Everything else running smoothly. Department delegate reported no beefs. Discussion about the afternoon coffee on weekends if this has to be made by watchstanders on 12-4.

**OCEAN EVELYN** (Maritime Overseas), April 2—Chairman, Juan Reyes;

Secretary, Louis A. Gardier. Crew thanked captain for fast service putting two crewmembers ashore in hospital. One brother missed the ship, and one man paid off on account of his father's illness. Beef regarding lodging in Hamburg. Asked the chief engineer to clear scuppers in the galley. More medicine needed. Vote of thanks to steward department for good service.

**COEUR D'ALENE VICTORY** (Victory Carriers), March 31—Chairman, Carl Lausen; Secretary, F. O. Alroy. No beefs reported. Four new mattresses needed. Crew asked to put all cups in sinks after coffee time. Ship just came out of lay-up and there is much work to be attended to.

**DOROTHY** (Bull), March 12—Chairman, W. M. Wallace; Secretary, C. R. West. No beefs reported. A check

to keep ship's delegate job, and extended vote of thanks for job well done on voyage 76. Locks need repair on messman's room. Crew asked to keep pantry clean, to put dirty cups in sinks and close bread box, etc.

**SEAMAR** (Calmar), March 8—Chairman, D. Hayes; Secretary, J. Nelson. Ship's delegate reported about half the repairs were taken care of, the remaining repairs will probably be held over for shipyard. He wishes to resign and thanks the department delegates for their cooperation. W. R. Smith elected new ship's delegate. Crew asked to remove clothes from lines as soon as they are dry.

**KYSKA** (Waterman), March 12—Chairman, J. V. Bissonet; Secretary, R. H. Simpson. Ship's delegate reported there is some disputed OT but outside of that everything is running smoothly. Vote of thanks for ship's delegate for a job well done, and a vote of thanks to the steward department.

**DEL MAR** (Delta), March 19—Chairman, N. Funken; Secretary, L. Nicholas. No beefs reported. Crew to purchase movies this trip.

**GATEWAY CITY** (Sea-Land Service), Feb. 5—Chairman, F. Oestman; Secretary, T. W. Medling. \$5.33 in ship's fund. Recommendation to contact patrolman regarding steward who was treasurer and was in possession of funds when he left ship. G. Ortiz elected new ship's delegate. Toilets are not flushing properly. Ceiling in baker's room leaks.

**ALCOA POLARIS** (Alcoa), March 5—Chairman, O. Lopez; Secretary, G. D. Parker. No beefs reported. Steward W. Young elected ship's treasurer. Crew asked to donate all small change up to 50 cents for TV fund.

**PENN TRANSPORTER** (Penn Navigation), Jan. 15—Chairman, William Anderson; Secretary, Keith M. Cois. Ship's delegate resigned. New ship's delegate elected, Raymond C. Steele. Vote of thanks to former ship's delegate for a job well done. Crew complained about meat obtained in shipyard in Germany on previous trip. Steward saw captain and obtained permission to jettison approximately 1,000 lbs. of meat. Discussion on master's certificate for ill and in-

jured seamen. Two new washing machines to be obtained. New fans to be ordered, as per Union agreement for each of the fo'c'sles. New screens and vents for portholes. Letter sent to headquarters regarding fans.

**JEAN** (Bull), March 12—Chairman, Jimmy Slaven; Secretary, Keith Richardson. Ship's delegate reported no work has yet been performed by engine department as was requested at start of trip for welfare of crew. V. L. Hammock elected ship's secretary. Motion to have chief mate place locks on all doors to keep all unauthorized people out of ship in all ports. Chief engineer to fix toilet lines to allow more pressure so toilets will flush properly. Also to repair crew washer or replace with new one from officer's wash room.

**ALCOA RUNNER** (Alcoa), Jan. 24—Chairman, J. T. Robinson; Secretary, W. R. Stone. Esaw A. Wright elected ship's delegate. Captain states new law only allows him to carry a limited supply of cigarettes. Patrolman to be contacted regarding this matter. Repair list turned in. Ship's fund, \$10.62. Arrival pool to be held with \$20 to go to ship's fund. Patrolman to investigate screen doors for galley and crew messroom.

**CHICKASAW** (Waterman), March 11—Chairman, Howard Menz; Secretary, Frank Kustura. Ship's delegate advised all to put in for lodgings for one day, being without hot water. Rooms to be painted. Vote of thanks to steward department. Discussion on new transportation pay deal. All to cooperate in keeping messroom and pantry clean.

**THETIS** (Admanthos), March 15—Chairman, Krawczynski; Secretary, W. C. Hall. Ship's delegate reported that the captain is out of American currency and does not carry traveler's checks for second trip in succession. Letter being sent to headquarters re-

**ALCOA RUNNER** (Alcoa), Feb. 15—Chairman, C. J. Beck; Secretary, W. R. Stone. Ship's delegate consulted captain and patrolman about limited variety of cigarettes during last voyage, and to do the same this voyage. Ship's fund, \$10.82. Some disputed OT in deck department due to foreign labor painting inside passageways, etc. Men on standby at night asked to close forward watertight doors if ship takes

sea. \$20 to be donated to ship's fund from arrival pool. Washing machine to be repaired or replaced. Garding same. Talked to purser regarding putting out draws before 4 PM. Vote of thanks to steward department.

**ROBIN GOODFELLOW** (Moore-McCormack), March 12—Chairman, Jack Smith; Secretary, Jack Sweeney. Ship's delegate had nothing to report. \$18.35 in ship's fund. Request that ship's delegate see patrolman regarding brand of soap being used.

**YAKA** (Waterman), March 19—Chairman, George Troche; Secretary, Jack Oosse, Jr. Ship's delegate consulted captain regarding draw prior to arriving in New York. Man missed ship in Wilmington, Calif. No replacement. Motion made to have more milk put aboard ship if the licensed men are to have same. Patrolman to take this up with the company. Crew requested to shut off washing machine after using.

March 5—Chairman, George J. Troche; Secretary, Jack Oosse, Jr. Deck delegate reported no heat in unlicensed quarters aft. Three men sent to Yokohama from Tokyo without any money, and left there to get back the best way they could. Also no transportation was furnished. Motion was made to find out why no transportation or money was given to men going to hospital. Also to have patrolman or someone to check medical attention aboard ship. Request that at least one side of all vessels be free of debris for men that live and sleep aft on this type of ship.

**STEEL FLYER** (Isthmian), March 19—Chairman, Don Keddy; Secretary, Robert Black. Ship's delegate reported that lumber for aft awning is on board and awning will be constructed this trip. Carpenter has gear to repair faulty locks. Subsistence for two voyages past while in Port Swettenham, was not approved. Balance of \$3.66 in ship's treasury. Donation made to Seaman's Library fund, and telephone call expenses. Bosun made motion that call out in deck department on OT should be 30 minutes in advance of turning to, instead of the present 15 minutes. Scutbutt in passageway to be repaired. Crew asked to cooperate to keep out longshoremen in foreign ports.

## DIGEST of SIU SHIP MEETINGS



# Emilia Seafarers Appear In Film; Scenes Set In 'Bar' In Japan

(The following article was submitted to the LOG by Seafarer Charles Edward Rawlings.)

The SS Emilia arrived in Kobe, Japan, on March 3, from Yokohama. On March 4, two Japanese came aboard about breakfast time asking the crew if they wanted to appear as extras in a film that was being made in Kyoto. We didn't take this request to heart immediately, but a little later we talked it over, and discovered that it was a 20th Century Fox film. We decided to look into the situation, considering the fact that it was an expense paid journey and there was a salary involved.

Nine crew members went. We were ushered into four cabs and taken to the Motomachi Station in Kobe, where we boarded a train to Kyoto. In Kyoto, we were again ushered into cabs and driven to 20th Century Fox Studio's set in this shrine city.

## Into The Bright Lights

We passed through the courtyard and into a huge building, behind several large partitions and onto the sound-stage right smack into the bright lights. It seemed, as though it was one of the deals that you read about but never participate in. I was both amused and surprised, for directly in front of me stood a most famous director—Raoul Walsh. The gent is much more pleasant than his bark and he does bark when the show is going lousy. This we experienced later in the game.

Well, on the sound-stage they had a bar constructed and as pretty a bar as one would find on any Oriental street. Of course, it was a movie, so the whiskey was nothing but Pepsi-Cola and water. You can just picture some of our seafaring shipmates when they discovered the phony drinks! To top it all, we all seemed to fit into this make-believe Den-of-Evil. Before too long a period, the assistant director, Milt Carter, came about, placing us according to the script.

Mr. Carter called over the make-up man when he saw Michael Schalestock's bald head and told the man to grow some hair on him.

George Lowe, another crewmember, was placed on the dance floor of the "All Nations Bar" and had the best part, dancing with a lovely lass. Before long we were all placed about the joint and the rehearsal began. I guess we were in about every sequence that was filmed in the nearly six hours we spent there.

I smoked about three packs of cigarettes just to help the man make the joint more full of smoke. In one sequence, I'm entering the "bar" from a make-believe entrance with a lovely Japanese gal on one arm and Antonio Piccirillo is behind me sporting an engineer's cap. In another scene, I am standing at the bar with a different Japanese lovely and the ship's baker, Ned Remley. At intervals, I am able to scout around and find some information as to what was taking place.

But before going into that, here are the other SIU brothers that were enjoying it all: Mike Kamins-

ki, Carl Madsen, Stanley Warhola and Melville McKinney. Nine "movie stars" in all. We are still running about the ship calling each other Clark Gable and Robert Taylor. Lowe, who was the closest to the camera has received the official nickname, "George (Clark Gable) Lowe."

The name of the film is "Marines, Let's Go." I met Tom Reese, the tough marine in the pic and his side kick, Tom Tyron. I didn't have any time to talk with Linda Hutchings, who, I believe, has the starring role.

In "Marines, Let's Go," Miss Hutchings plays the role of a girl that is captured during the war and placed in a Japanese prison camp. She learned about sex at an early age and discovers that through sex she can have her way. She buys her way from the Jap prison camp with her body and continues to be a prostitute during the occupation. Her combat Marine boyfriend is shocked and disillusioned on discovering her circumstances while in Japan on leave from the Korean war.

The film is directed by Walsh, assisted by Carter and, of course, many other nice people including us Seafarers. In sharing a small portion of the filming of this film, even if they didn't use us in all of the scenes taken, you can rest assured that we enjoyed it no end. The many rehearsals, the miseries of the bright lights, the sudden anger, the terrible headaches and organized confusion will all be remembered with smiles.



## Iberville's Troubadour



Relaxing on the Iberville (Waterman) while saloon messman Cooper strums like a troubadour of older days are Abrams, wiper (left), and Morgan, AB. The photo was taken by Seafarer Cameron, who later joined the festivities.

## Remember When The Robin Wentley...



It was reunion time for Robin Line seafarers at the Port of Call in Brooklyn as (l. to r.) Gene Flowers, bosun; Captain B. Seimons, who sails as a chief mate; Oskar Kaelep, AB; Frank McGarry, bosun and Howard Bickford, steward department talk over old times. They all shipped on the Robin Wentley in past years.

**ORION STAR (Orion), Dec. 11—**Chairman, R. Pierce; Secretary, Dickinson. Ship's delegate reported three men missed ship in Yokosuka. Paid off by mutual consent. There are an unusual amount of beefs in steward department. Suggested to let captain see minutes of last meeting as steward objected to some parts of them being sent to headquarters. Captain said that if some of the beefs had been brought to his attention he might have been able to do something about them. Majority of members agreed to show minutes of previous meeting to captain. \$7 in ship's fund. Crew on record to contact Union to learn why the answer to communication was returned to steward instead of ship's delegate. Discussion regarding men not attending meeting.

**CHICKASAW (Waterman), Jan. 12—**Chairman, W. F. Simmons; Secretary, Frank Kusture. Ship's delegate requested that fighting and drinking be stopped and that mess hall be kept clean. \$15.05 in ship's fund.

**MANKATO VICTORY (Victory), Jan. 15—**Chairman, Donald Ferrasi; Secretary, Paul Howe. Ship's delegate reported some friction with master but no outstanding beefs. Several replacements in Honolulu but left without an AB. One AB sent to hospital with an injured foot. Members requested assistance in securing balance of wind-scoops promised to this vessel. Asks that the reluctance of the master to issue hospital certificates be negotiated. Motion was made to approach master with a request to honor requisitions to overcome food shortages which may not be the present steward's responsibility.

**ALCOA PATRIOT (Alcoa), Jan. 15—**Chairman, V. C. Gress; Secretary, K. Martinez. Ship's delegate reported that the ship cleared in Virgin Island. \$7.99 in ship's treasury. No beefs reported.

**ROYAL OAK (Cities Service), Jan. 15—**Chairman, W. J. Barnes; Secretary, Leonard Bailey. No beefs reported. W. J. Barnes elected new ship's delegate. Crew took up collection of \$121 and sent to Mrs. Webb whose husband, one of the 3rd asst. engineers, died of a heart attack on December 20th. Brother Webb had joined the ship three days before in Boston.

**ELEMIR (Marine Carriers), Jan. 2—**Chairman, Arthur Knight; Secretary, Al Van Dyke. No beefs reported. See patrolman regarding new washing machine put aboard before next voyage. Also to have stores (meats, eggs,

flour, etc.) checked to satisfaction of the steward and crew. Also to see that all proper safety equipment is aboard. Discussion on quality of meats and foodstuffs. Ship to be fumigated. Resolutions regarding pay vouchers being given at the end of each year, thereby easing tax burden on brothers on long voyages. Resolution regarding ships being air-conditioned. Resolution regarding SIU Food Plan on lengthy voyages not working out.

**OREMAR (Ore), Nov. 5—**Chairman, Charles E. Rawlings; Secretary, H. E. Fassett. Ship's delegate to check food problem with patrolman. Crew request fumigation of ship more often.

**MONTEGO SKY—(Standard Marine), Jan. 8—**Chairman, W. Lawton; Secretary, J. Harly. Ship's delegate reported that repairs are being taken care of. No beefs reported in all departments. Discussion on menus. Steward to get together with chief cook and baker regarding better menu.

**WILD RANGER (Waterman), Jan. 14—**Chairman, G. Lawson; Secretary, A. Aaron. Ship's delegate reported that \$240 has been given by crew and officers to the survivors of Pacific Seafarer (Columbian Registry) who were rescued by our ship. Vote of thanks to steward department.

**SEATRIN GEORGIA (Seatrains), Jan. 23—**Chairman, F. Avkirs; Secretary, F. Flanagan. Sixteen hours hot water beef to be taken up with patrolman. \$12.50 in ship's fund. New treasurer elected. Milton Marillio. Deck department is shorted on their time off in the South. Request that company be contacted to see if mate won't give men the time off allotted to other men by their respected departments on the ship.

**MICHAEL (Carrisi), Jan. 24—**Chairman, Nevin Ellis; Secretary, James M. Nelson. \$2.00 in ship's fund. Ship's delegate reported ship will pay off through Jan. 28. Wants list of any disputed OT. Also list of men getting off. Patrolman to meet ship on arrival on Sunday for crewmembers who wish to pay dues and assessments.

**STEEL MAKER (Isthmian), Jan. 15—**Chairman, Moose; Secretary, Alinsworth. Ship's delegate reported that most repairs have been taken care of and they are working on the rest of them. \$32.05 in ship's fund. No beefs aboard ship.

**IBERVILLE (Waterman), Jan. 22—**Chairman, N. J. Morgan; Secretary, Tom Kelsay. No beefs. \$188.40 balance in movie fund. \$4.00 in ship's

fund. Ship's delegates to check with captain concerning catwalk being rigged, when practicable from port side since all steward department has no inside shower and has to use passageway when returning from shower.

**BENTS FORT (Cities Service), Jan. 29—**Chairman, R. B. Jones; Secretary, K. G. Hagstrom. Brightwell elected ship's delegate. No beefs aboard ship. Vote of thanks to steward department for a job well done.

**AZALEA CITY (Sea-Land), January meeting—**Chairman, J. Boyd; Secretary, C. B. Jensen. George McAlpine elected new ship's delegate. Vacation pay can be secured in Puerto Rico.

## DIGEST of SIU SHIP MEETINGS

\$14.70 in ship's fund. Dispute between mate and bosun to be taken up with patrolman at payoff.

**PETROCHEM (Valentine Chemical), Jan. 22—**Chairman, Steve Prokopuk; Secretary, James McHough. \$9.48 in ship's fund. H. Romera elected ship's delegate.

**OMNIUM FREIGHTER (Mol), Jan. 22—**Chairman, Fulton Hendrix; Secretary, Frank P. Russo. Ship's delegate thanked crewmembers for their cooperation. Some disputed OT in deck department will be submitted at first arrival port. Crew would like some reading material aboard for the next trip, and asked for a library from the nearest hall.

**THE CABINS (Texas City), Jan. 11—**Chairman, James Mathews; Secretary, Gerald Erlinger. Ship's delegate reported complaints about dishes not properly cleaned. Chief steward hospitalized and had no time to secure replacement from Houston hall. Letter on disputed OT unanswered. Beef was squared away in Houston. Balance in ship's fund \$19.28. Wire sent to Baltimore hall requesting patrolman and SIU food consultant to meet ship on arrival. Chairman discussed poor service in mess hall and will refer matter to food consultant. Improper facilities in galley for washing pots

and pans. Engine department rooms still unpainted.

**JOHN B. WATERMAN (Waterman), Jan. 15—**Chairman, Eugene L. Castano; Secretary, A. G. Espanda. Ship's delegate requested crew that if they have never filled out beneficiary card, they should do so at once and send to Seafarers Welfare Plan, 11 Broadway, New York. Electrician was picked up in Kobe and fined by Japanese police. \$11 in ship's fund. Ship needs to be fumigated.

**CALMAR (Calmar), Dec. 26—**Chairman, L. C. Clark; Secretary, N. Kondylas. Ship's delegate reported everything OK. No beefs aboard ship. One man hospitalized in Newport and two men in Vancouver. Vote of thanks to the steward department.

**ORION COMET (Orion), Jan. 7—**Chairman, Vincent Meehan; Secretary, Clifton Berg. Ship's delegate reported that chief cook and oiled missed ship in Yokosuka, Japan. Their gear was packed, listed and turned over to the chief mate. Deck maintenance, Joe Pendleton was sent ashore to be hospitalized in Singapore Dec. 31, 1960. Discussion on mail service from Ras Tanura.

**MAIDEN CREEK (Waterman), Jan. 22—**Chairman, Benny Foster; Secretary, Thorngill Weber. Ship's delegate reports that the captain is satisfied with the crew. Some disputed overtime. Safety suggestions were discussed for safety meeting.

**SAN MARINO (Peninsular Nav.), Jan. 15—**Chairman, Parnes A. Hollen; Secretary, Leonard J. Oibrantz. Ship's delegate reported captain said shots will be given ashore at Port Said. No money for crew. Captain said he will not pay for souvenirs. Ship in good running condition and crew doing an excellent job.

**BRADFORD ISLAND (Cities Service), Jan. 23—**Chairman, John H. Morris; Secretary, Cieslak. Ship's delegate reported \$43.95 due on TV set. Balance in ship's fund, \$4.28. No disputed OT.

**DEBARDELESEN MARINE NO. 1 (Tampa Marine Corp.), Feb. 7—**Chairman, F. Reid, Jr.; Secretary, J. P. Leblanc. Collection for a floral wreath for burial at sea of SIU oldtimer Fred Miller, taken up by ship's delegate. E. P. Reid elected as ship's treasurer. Brother Justus was elected new ship's delegate to take over after payoff.

**DEL MAR (Mississippi), Feb. 12—**Chairman, N. Funken; Secretary, L. Nickolas. Ship's fund, \$491. J. Spina

elected ship's delegate. Motion was made that anyone leaving ship due to illness shall be entitled to \$50 if he has donated his regular \$3 donation. A vote of thanks to the steward department for a job well done.

**CAPT. N. SITINAS (Cargo & Tank-ship), Feb. 11—**Chairman, A. C. Wilson; Secretary, K. J. McCullough. AB hurt his foot in Baltimore and was sent to hospital. One man missed ship in New Orleans. Discussion held regarding captain attempting to hold back on money draws and a days pay. Vote of thanks to steward department.

**ANTINOUS (Waterman), Feb. 12—**Chairman, Jerome I. Hacker; Secretary, P. B. Gladden, Jr. Ship's delegate reported one man hospitalized in Barcelona. No major beefs aboard ship. Discussion regarding food not properly cooked, and better menus.

**CITY OF ALMA (Waterman), Feb. 13—**Chairman, J. Pulliam; Secretary, V. Harding. No beefs reported. A movie committee to be formed to pick movies for next trip. Repair list handed in. New ship's delegate required but motion was made to let present ship's delegate carry on until after the payoff at New York. Discussion on reason for vessel's paying cargo for Gulf ports on board. Thanks off at New York while still having to steward department.

**GLOBE EXPLORER (Maritime Overseas), Feb. 4—**Chairman, Wm. Souder; Secretary, T. Brightful. William Souder was elected ship's delegate. One man quit ship in Port Arthur, Texas. O.S., 12-4 watchstander was logged for drinking on watch. Vote of thanks to steward department for job well done.

**FAIRLAND (Sea-Land), Feb. 14—**Chairman, R. Pridoux; Secretary, William Nests. \$12.58 in ship's fund. No beefs reported. Donald Wagner was elected new ship's delegate. Vote of thanks to the steward department for a good job. Bosun thanks the deck department for the good work that they have done.

**ALCOA PEGASUS (Alcoa), Feb. 12—**Chairman, C. Glover; Secretary, R. Masters. Ship's delegate reported everything running smoothly except for some disputed OT in deck and steward departments. This will be brought to the attention of the boarding patrolman. Repair lists made up and turned in. Crew claim they are not receiving LOGs or mail of any kind. \$3.10 in ship's fund. Some disputed OT in deck and steward departments to be brought to the attention of the boarding patrolman.



## Seafarer Thanks Hospital Staff

To the Editor:

I wish to thank the staff of doctors, nurses and aides at St. Vincent's Hospital in Manhattan for the wonderful and courteous treatment they gave me during my stay there for an operation.

I was a patient at St. Vincent's for seven weeks and am going to be on the beach for a month before I am scheduled to return to the hospital for an additional operation.

I also wish to extend thanks to all SIU officials and members who afforded me the opportunity of such wonderful medical care.

Joe Pilutis

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## New Orleans Hall Is Tops

To the Editor:

A million cheers for a job well done.

I know that all SIU brothers will appreciate the wonderful efforts that our Union leaders have made for our welfare. In looking over the new hall in New Orleans, I cannot help but write about it.

At first glance it looks like a palace—a colonial style building that has glass doors, a water fountain in the front and a spotlight beam on it. Inside, a spiral staircase leads upstairs. Also private offices in the rear of the registration office.

Private baths; two theatres: one for TV shows and the other for stage or movie shows; a medical clinic so that all SIU brothers can get a free physical check-up.

A flower garden in the rear, also with a fountain; a cafeteria that is one of the best—with silverware of the finest just like on our Gulf luxury liners and chairs that are made of a special kind of wood; tables of the same wood, all handsome. Also a kitchen that is the most modern I've ever seen.

When one enters the glass door, one steps on a marble floor which looks like it was imported. Also a wonderful SIU crest in the middle. The brick in the building is sure to last hundreds of years. The TV room has a sloped floor and it can seat at least a hundred.

I say again, brothers, no bar—only soft drinks from vending machines. I am sure, brothers, we are all in favor of a million cheers to our leaders of the SIU. They are really doing their utmost in favor of our welfare.

I am sorry I have not many more years left, as I am 72 years old now. I wish I was thirty so that I could keep paying my dues all over again—dues spent for a Union which has the finest of leadership brings back many times over what you spend—for instance wage increases, over-

time, health and welfare benefits such as insurance, clinic, etc.

I remember in 1907 I worked as a deckhand for \$25 per month, and out of that I had to pay for my work gear, which was more than half. On top of that, I had to work 12 hours a day, four on and four off, seven days a week.

I am not retiring yet, as I believe that putting one's dues in a Union that does all it can for the welfare and benefit of

## 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.

its members is money well spent.

I almost forgot—there is also parking space for about 75 cars. Also other rooms for conferences and meetings. In other words, our new building is one of the finest, bar none.

Wm. J. "Professor" McKay.

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## Seafarer Ill In Madras

To the Editor:

This is to inform the brothers of the hospitalization of Robert F. Nielsen, due to a heart attack suffered early on the morning of January 14, 1961.

Brother Nielsen is now resting comfortably in the Lady Willingdon Nursing Home at Number 4, Pycrofts Gardens, Nungambakkam, Madras 6, India.

As of this writing, every possible action has been taken to insure Brother Nielsen of the best care and treatment in accordance with SIU policy. I have been advised by the company doctor and the captain that Brother Nielsen will be confined to the hospital for at least six weeks.

Nielsen was sailing in the capacity of deck engineer aboard the Mount Rainier (Cargo & Tankship Mgt.).

Vance T. Wells  
Ship's delegate

~ ~ ~

## LOG Medical Column Lauded

To the Editor:

As a Seafarers wife, I look forward to every copy of the LOG and read it with a great deal of interest. May I congratulate you on the articles entitled "SIU Medical Department" and "Your Dollar's Worth." They are very clearly written and have proven helpful many times. Thanks very much for your kindness and the fine newspaper you publish.

Mrs. Herbert C. Berner

## Thanks For Hospital Bed

To the Editor:

My son and I wish to convey our thanks to the Union and its Welfare Plan. Especially we thank you for the hospital bed that we received for my husband which he needed so badly. The Welfare Plan has helped us in many other ways, as it has done for others. I hope you continue your fine work.

Mrs. John Ossmow

~ ~ ~

## Thanks SIU Welfare Plan

To the Editor:

I want to thank you for all the help you gave me with the check from the SIU Welfare Plan. It will pay my bills. It's really difficult to choose the words that express my sincere and lasting gratitude for all your kindness. My thanks comes from the heart.

Mrs. Cecilia Lopez.

~ ~ ~

## Ex-Seafarer Is Proud Papa

To the Editor:

Along with a change of address I am enclosing a contribution to the LOG.

I am now in retirement, but would it still be possible to put in the LOG the fact that I am now a proud papa? The baby is a boy, born February 21 out here in Las Vegas.

Oh, his name is Michael James.

Richard J. Maley

~ ~ ~

## Sends Regards To All Members

To the Editor:

Howdy brother Seafarers. Just a few lines to send all Union officers and members my best regards and hope that all Seafarers will have many, many pleasant voyages.

I've been on the beach for awhile, but I hope to be able to ship out soon. Steady as she goes.

G. "Spider" Kerolla

~ ~ ~

## Thanks Welfare For Benefit Check

To the Editor:

My daughter and I wish to thank the SIU for the benefit check we received on the death of my husband, Augustus Francis, who passed away at home.

Your promptness and courteous attention to all matters makes me proud to know that my husband was a member of such a wonderful Union.

We again wish to thank you and may God bless all the members of the SIU.

Mrs. Rosalie Francis and daughter

# Clipping Seamen On Clipper Ships

The following article recalling the experiences seamen faced on an unnamed clipper ship was submitted to the LOG by Captain R. J. Peterson.

The clipper ship days may be a legend to landlubbers today, but not so to the men that sailed before the mast. A Yankee clipper sailed from New York to 'Frisco with general cargo. The master, drove the ship and crew under two

bucko mates that called the men SOB's and struck them with the belaying pin. She made the passage, with fair winds and foul, in 90 days, with bad weather off the Horn for 30 days, and three men lost from aloft.

### Fast Passage

She discharged in 'Frisco then ballasted and sailed for Portland, Oregon, to load lumber for Lorenzo Marques. She made a fast passage through the Trades in flying fish weather, but no watch below on that ship in the afternoon. The two bucko mates kept the men's noses to the grindstone. Masts, yards, rigging were painted, decks were holystoned, and spun yarn was made in the dog watches.

When she sailed into Lorenzo Marques, she looked like a phantom ship—her masts and yards and rigging all white, shined in the sunshine, and, as she tacked, beating to windward, her white sails shivered, the shackles of the clews jingled aloft, but the chain sheets below groaned.

### Nighttime Clipping

In the evening a boat came alongside and 11 men went ashore never to return to that ship again. The next day, the only sailor on shore leave came aboard, singing. But the mates ran out, knocked him down, tied his feet with the end of a tripping line of staysail, and hoisted him up by the feet some 20 feet. The sailor cried for help. It happened that the captain had some visitors aboard. They heard the cries for help. And so the captain came out and ordered his mates to lower the man down.

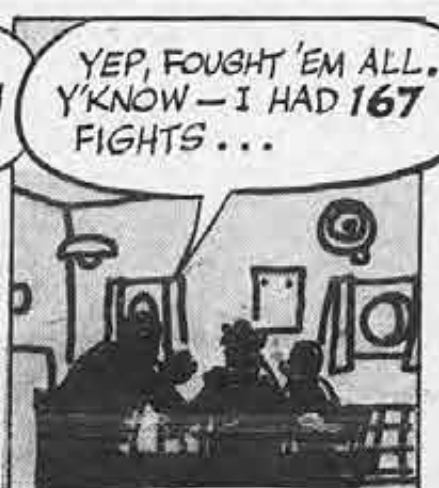
That night the sailor jumped overboard and swam ashore.

What about the six months pay the sailors left behind? The captain took one half. The shipowner the rest.

## Happy Birthday



Seafarer Clarence L. Cousins wants to send birthday greetings to his friend Marie Grossman, and the LOG is glad to oblige.





# Seafarer Recalls 1927 Deal: Mate Did Work Of Two Men

(The following article was submitted to the LOG by Seafarer James Russell.)

The LOG may be interested in the following story about the SS Gulf Prince and its chief mate, a hard-working man in more ways than one with the nickname of Dirty Jack, with whom I worked as a quartermaster back in 1927. Because of a situation he had become involved in, he wound up doing two men's jobs aboard ship—his own duties as mate plus eight hours' extra work on deck every day.

He had been on the beach for a year before he came on the Gulf Prince, because he had got in bad with the company and lost a skipper's job on another tanker, the Trinidadian.

While master of the Trinidadian, he had gone ashore in Jacksonville to get the payroll. But he had some bad luck. He stopped at some brew joint for a few drinks and got rolled for the payroll. That was the end of his skipper's job.

After he had been on the beach about one year, looking for a job,

he got in touch with the company's port captain and made a deal with him to get the company to give him a chief mate's job. In return, he would pay back the money that was stolen from him out of his wages, plus doing an extra man's work on deck.

## Back To Work

The company agreed and put him back to work on the Gulf Prince as its chief mate.

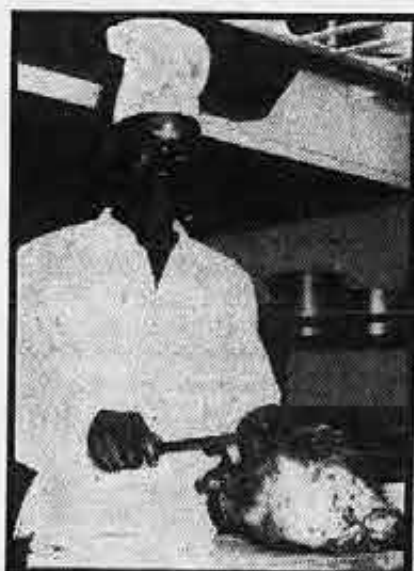
I think the company made a good deal. That mate was a working fool. Nothing was too tough for him on deck. One day I was painting tank tops and he was painting two tops to my one. My wages were \$65 a month as AB quartermaster. He was doing

about twice the work I was doing on deck, which comes to about \$130 a month, plus the money he paid back from his chief mate's pay every month. I don't think the company made a bad deal for itself.

These days, of course, with strong Union contracts, the ABs would be collecting overtime for every hour's work the mate put in on deck.

Incidentally, this mate must have been pretty well known along the coast, especially around Port Arthur, Texas. Many times I came ashore and went to some home brew joint called the White Way House. The woman would ask me "Did Dirty Jack come ashore?"

## Bill Dodd's Choctaw Scrapbook



The Choctaw (Waterman) is a good vessel to ship—and eat—on. That seems to be aptly illustrated by AB Bill Dodd's photographs, snapped on a recent trip. It begins when chief cook Johnnie Simon (top, left) prepares to make the first cut on a succulent turkey. The good eating presents a problem to sometimes oiler (and fulltime chow hound) Charles Mehl and electrician Bill Seamen looking over a menu (top, right)—how do you decide? Messman Frank LaRosa has a hard time (right) finding a place to put those side dishes. That heroic pose before the bow (bottom) features Dodd.



**TWIN FALLS VICTORY** (Suwannee), Jan. 25—Chairman, J. Troscial; Secretary, J. M. Naylor. No beefs aboard ship. Collection of \$47 taken for brother who had to leave the ship.

**ALCOA POLARIS** (Alcoa), Feb. 4—Chairman, P. Marinda; Secretary, O. Lopez. No beefs reported. \$15.14 in the TV fund, \$78 in the movie fund which is in the captain's safe for safe keeping.

**DOROTHY** (Bull), Feb. 19—Chairman, Eugene W. Nicholson; Secretary, John Hartman. Ship will be painted next trip. No beefs reported. Motion that there should be a revision on pension plan—after 12 years seetime.

## DIGEST of SIU SHIP MEETINGS

regardless of health, at age of 62. Vote of thanks to the steward department.

**ACHILLES** (K & M Ship Mgmt), Jan. 29—Chairman, David Jones; Secretary, L. B. Bryant, Jr. Ship's delegate reported everything in order in all departments. No beefs. Request for light on catwalk.

**OCEAN DEBORAH** (Maritime Overseas), Feb. 19—Chairman, D. Barry; Secretary, H. Krohn. Motion made to see that safety measures are taken up with patrolman, also repairs with special emphasis, as the port and storm doors are in very bad condition. Vote of thanks to steward department.

**SS VILLAGE** (Consolidated Mariners), Feb. 18—Chairman, Robinson; Secretary, Walsh. Ship's delegate reported everything going along OK. Crew is dissatisfied with the Food Plan. Only two issues of the LOG received in past four months.

**COASTAL CRUSADER** (Suwannee), Feb. 26—Chairman, Jack Nelson; Secretary, Bill Parrish. Ship's delegate, Joe Sprito resigned. Blackie Stephens elected new ship's delegate. \$11.05 in ship's treasury. No beefs reported. Vote of thanks to steward department.

**ELIZABETH** (Bull), Feb. 22—Chairman, P. Sachio; Secretary, R. Hernandez. Ship's delegate reported no beefs aboard ship. \$15.60 in ship's treasury. Ship needs painting.

**ALCOA PLANTER** (Alcoa), Feb. 12—Chairman, D. L. Dobronich; Secretary, Paul Tatman. Ship's delegate reported no beefs. Everything running smoothly. \$28.85 in ship's fund. Paid out for ship's library in New York \$5. Balance \$23.83. Collection taken up for survivors of the fishing boat San Clemente in the amount of \$128. The vessel was damaged by heavy seas and crew was rescued by Captain L. A. Youngs and crew.

**DEL SOL** (Mississippi), Feb. 5—Chairman, Julius E. Parks; Secretary, Ramon Izarray. Ship's delegate reported that most of the repairs were taken care of. No beefs were reported. \$33.38 in ship's fund.

**ALCOA RANGER** (Alcoa), Feb. 23—Chairman, L. J. Patel; Secretary, A. J. Clement. Ship's delegate reported that fumigating equipment was put on board as ordered. \$3.48 in ship's fund. No beefs reported.

**ANDREW JACKSON** (Waterman), Jan. 1—Chairman, B. B. Price; Secretary, James K. Pursell. Everything OK aboard ship. No beefs reported. John Ward elected ship's delegate. Vote of thanks to steward department.

**MONTEGO SKY** (Standard Marine), Feb. 26—Chairman, W. Lawton; Secretary, J. Hartly. Ship's delegate reported fine cooperation between officers and crew. \$25 in ship's fund to be turned over to captain for next crew. No beefs. Vote of thanks to cooks and crew mess. Crew pantry also doing a fine job.

**FAIRPORT** (Waterman), Feb. 26—Chairman, L. E. Schmidt; Secretary, G. E. Lothrop. Two men hospitalized in Japan. Steward department and captain have not been getting along during the voyage. Otherwise no beefs reported.

**EAGLE VOYAGER** (Sea Transport), Feb. 26—Chairman, S. Mansfield; Secretary, S. U. Johnson. Ship's delegate reported a letter was mailed to headquarters concerning transportation and travel time allowed from Honolulu at payoff, dispute between master and crew concerning his sougeeing and painting deck of his his room and office. Crew ask to take care of their jobs while vessel is in shipyard. \$17.88 in ship's fund. Motion made to submit another repair list on replacements of mattresses and washing machine for crew, also that two fans be installed when more than one person is in room. All beefs to be taken up with boarding patrolman at payoff.

**DEL AIRES** (Mississippi), Feb. 19—Chairman, M. Fabricant; Secretary, J. Williams. Crew report no improvement in food situation. \$16 in treasury. Clayton Thompson elected ship's delegate.

**STEEL MAKER** (Isthmian), Feb. 19—Chairman, Moose; Secretary, Yoner. No beefs reported. \$30.05 in ship's fund. One man went to the hospital in Yokohama. Picked SUP man for

replacement in Naha. All men getting off asked to turn in their keys.

**PENN MARINER** (Penn Shipping), Feb. 12—Chairman, Al Tremor; Secretary, P. D. Zoliner. Ship's delegate reported everything okay aboard ship. Had a very nice trip with a very good crew. Received no LOG last two trips.

**ELEMIR** (Marina Carriers), Feb. 18—Chairman, Wm. L. Fernandez; Secretary, Kenneth Collins. Contacted headquarters regarding breaking of watches. Good food aboard ship, and good crew. No beefs.

**STEEL SEAFARER** (Isthmian), Jan. 22—Chairman, Lancelot Alexander; Secretary, Dick Grant. Ship's delegate reported no beefs. Everything running smoothly. \$15.38 in ship's fund. Vote of thanks to the steward department for a smooth-running department and good food and service.

**SUZANNE** (Bull), Jan. 23—Chairman, J. Hoggie; Secretary, R. H. Swayne. Ship's delegate reported no beefs aboard ship. \$7.77 in ship's fund. Motion that schedules be drawn by Union and incorporated in agreement. Vote of thanks to the stewards department for wonderful chow. Ship must be fumigated as pests are out of control.

**STEEL ADVOCATE** (Isthmian), Feb. 15—Chairman, L. Guellnitz; Secretary, A. Carpenter. No beefs reported by ship's delegate. \$3.89 in treasury. Major beef in deck department to be brought up later. Members requested a special meeting in New York with either top Union official and a Coast Guard representative. This brother states there is a question about his work.

**MONTEAU POINT** (Cargo & Tankship), Feb. 19—Chairman, James W. Corcoran; Secretary, Luke Bracé. Repairs from last trip not completed. Motion made to see patrolman in Boston in reference to crew getting freighter wages while Master, Mates & Pilots and MEBA getting tanker wages and transportation. E. Ruler elected new ship's delegate. Former ship's delegate, James Corcoran, has done a good job trying to get all repairs completed.

**DEL SANTOS** (Mississippi), Jan. 22—Chairman, W. O. Wandell; Secretary, M. J. Phelps. Ship's delegate elected, Brother Wandell. Motion made that ship's delegate see patrolman about ship's fund which was left on deposit at Union hall at lay-up. Discussion about keeping natives out of crew's quarters in Monrovia. Crew reminded and expected to cooperate in keeping crew laundry area clean.

**ANGELINA** (Bull), Feb. 26—Chairman, T. E. Yablonsky; Secretary, D. Rundblad. Few minor beefs to be taken up with patrolman. Discussion on launch service in San Juan (crew to be paid \$2 in lieu of launch service). This matter to be taken up with patrolman. Vote of thanks to steward department for a job well done.

**MICHAEL** (J. M. Carras), Feb. 26—Chairman, Joseph Pullen; Secretary, J. M. Nelson. Ship's treasurer reported \$13.60 in ship's fund. No beefs aboard ship.

**GALLOWAY** (Overseas Navigation), Feb. 10—Chairman, Samuel Doyle; Secretary, Edmund Oliver. Ship's delegate notified headquarters that James M. Aherm and Robert Bartholome failed to join the ship in Okinawa, and that Gerald Tuck had to leave vessel in Singapore because of injury. New ship's delegate elected. Vote of thanks was given to the chief steward, Sam Doyle, for well balanced menus, well prepared food and good service.

**TRANSEASTERN** (Transeastern), Feb. 16—Chairman, Ballard Browning; Secretary, Fletcher Johnson. Ship's delegate reported that C. Hargrove, AB, was hurt seriously in a 30-foot fall in forward tank. Hargrove was removed at Miami by Coast Guard who rushed him to the hospital. Crew asked to fill out welfare cards and mail to headquarters. Vote of thanks to Ballard Browning for doing a real top ship's delegate job. Steward department given a vote of thanks for good food and good menus.

**MONARCH OF THE SEAS** (Waterman), Feb. 17—Chairman, Victor Brunell; Secretary, Henry W. Miller. Ship's delegate notified crew that ship is laying up for repairs, and that crew leave all rooms clean and turn in all room keys to either chief mate or ship's delegate. No beefs reported. Vote of thanks to ship's delegate and department delegates.

**VILLAGE** (Consolidated Mariners), Dec. 4—Chairman, Wm. L. Robinson; Secretary, W. J. Walsh. Ship's delegate had nothing much to report. No beefs at the present time except that crew is not satisfied with the food plan. Allowance on some items should be increased. A contribution of \$25 was made by crew members for a wreath for deceased father of Charles Eichenbach, who is a crew member aboard ship.

**ROYAL OAK** (Cities Service), Feb. 22—Chairman, G. W. Rhoades; Secretary, A. R. Dyer. Ship's delegate reported no beefs. Three men getting off ship. Motion was made that company be forced to hire men on day of arrival when ship sails short from last port. Change of stewards resulted in improvement in meals. Poor quality of stores was discussed.

**STEEL TRAVELER** (Isthmian), Feb. 26—Chairman, James Welsh; Secretary, Walter Nash. Ship's delegate reported no beefs. \$27.41 in ship's fund. Food menu not up to par. Will ask patrolman to see mate and find out why he didn't tell the carpenter to repair catwalk.



# 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 by the contracts of the SIU Atlantic, Gulf, Lakes and Inland Waters District, and by Union shipping rules, which are incorporated in the contract. Get to know your shipping rights. If you feel there has been any violation of your shipping or seniority rights, first notify the Seafarers Appeals Board. Also notify SIU President Paul Hall at headquarters, by certified mail, return receipt requested.

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

## PERSONALS and NOTICES

Income tax refund checks are being held for the following men by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco: Ernest C. Anderson, Theodoros G. Calopothakos, John J. Doyle, Steve Krkovich, James F. Lee, Jr., John Misakian, Ali Nasroen, Carl Scott, Ah Sai Wong, Ding Hai Woo.

**Sidney D. Turner**  
Contact Mrs. Genevieve E. Cousins, 6438 Gen. Diaz Street, New Orleans, Louisiana.

**Juan Feliciano**  
Contact Department of Welfare, 250 Church Street, New York 13, New York, attention Mr. L. Capobianco, Industrial Survey Union.

**Ex-Mt. McKinley**  
Cargo and Tankship Mgt. has forwarded checks to SIU Baltimore hall for the following men: James L. Smith, Donald R. Hopkins, Ange Panagopoulos, John W. McDonald.

**Bill Turlington**  
Very important you get in touch with Lewis Van Benschoten, Route 7, Box 151 K, Jacksonville 5, Fla.

**Ex-Coeur D'Alene Victory**  
Crewmembers who paid off this ship in Portland on March 23, 1961, are entitled to nine days' lodging in lieu of shower facilities. They should contact Mr. J. J. Jacobick, paymaster, Victory Carriers, 655 Madison Ave., NYC, and list addresses to which checks may be sent.

**Edward C. Ruley**  
Get in touch with Mr. Davies, Ore Navigation, 25 Broadway, for mail being held for you.

**Anthony Paul Rogers**  
Contact your wife at once. Anybody knowing the whereabouts of the above, please get in touch with Mrs. Della Rogers, 123 West 85 St., New York 24, NY, SU 7-4890.

**Raymond Queen**  
Write your mother immediately as she is anxious to hear from you. Anyone knowing whereabouts of the above urged to contact Mrs. Peachie Queen, Cove Gap, West Virginia.

**Terrence McNee**  
Contact Ed Kennedy or Leon White at 2745 Yarnold Road, Baltimore Highlands, Baltimore, Md.

**Robert Benjamin**  
**ex-Alcoa Runner**  
Contact Roger Hall, chief steward, SS Inez, c/o A. H. Bull Company, 21st Street and 3rd Avenue, Brooklyn, NY.

**Albert R. Ormsby**  
Get in touch with Hospitals Trust Ltd. (Irish Sweepstakes) at Ballsbridge, Dublin, Ireland, concerning a small sum of money due you.

**Erle Adams, Eddy Farrell**  
**George Edmunston**  
**Burl Halre**  
Urgent you contact Rose Laliberte, 3311 San Juan Street, Apt. 5, Tampa, Florida.

**Charles Hippard**  
Please call or write your family in Miami, Important.

**John Mahoney**  
Please call Wanda Alennis, EXport 7-9878, East Chicago, Indiana. Very important.

**William V. Glick**  
Extremely urgent you contact Ruth at Galena, Ohio. It concerns your father.

**Bill Frisbie**  
Please phone EL Dorado 5-6241 about Hal. Ask for Bell.

**Ralph P. Mueller**  
Please write or call Eugene Calvert at 250 Church St., NYC.

**Ex-Waterman Crewmembers**  
Waterman Corp. of California is holding gear at 310 Hansone St., San Francisco, Calif. which will be disposed of if not claimed within 90 days. The men having gear there are Jack Reimer, J. Goetz, Harding, Richard Hestes, Barton G. Corbett, Charles Lynsky, Otis Harden, L. A. Wright, O. Figueroa, D. Pressley, Calvin Moose, Charles Cawley, William A. Wade, Bossnot, William

Ward, Stephen Sobczyk and Charles T. McAvoy.

**Rudy Maples**  
Please write Floyd Williams at 2443 Losmor, Memphis, Tenn., or call Memphis collect FA 7-3582.

**Gustave Walter Bechert**  
Important you contact immediately your wife or mother-in-law at 509 N. Ensor St., Balt. 2, Md., or phone Mulberry 5-2353 or Center 3-2146. Anyone knowing whereabouts of Gus Bechert please contact above.

**William M. Hudson**  
Please contact your mother quickly at 2873 Frederick St., Mobile, Ala. Phone GR 88-788. Anyone knowing whereabouts of William Hudson please contact Mrs. Ruby Hudson at above address.

**Ex-SS Pacific Venture**  
**Ex-SS Pacific Carrier**  
**Ex-SS Westport**

W-2 forms have been sent by Internal Revenue to crewmen early in April. If crewmembers changed address or did not receive forms, contact US Treasury, IRS, 707 North Calvert St., Balt. 2, Md., attention L. A. Mattheiss, Room 158, and a duplicate W-2 form will be mailed.

**George F. Martin**  
Mother needs financial help. Urgent. Contact at temporary address 6246 Stanbury Ave., Parma, Cleveland, Ohio.

**Julio C. Bernard**  
**Ex-SS Valiant Hope**  
Please get in touch with David C. McClung, c/o Gill, Doi, Shi, Naito & McClung, Honolulu Mdse. Mart Building 13, Hawaii.

**Irish Sweepstakes Holder**  
Will Seafarer who got Sweepstake ticket from Garcia on Seatrains Texas please send postcard with your name and address and ticket number to S. Garcia, 1125 Lake Road, LaMarque, Texas.

Income tax refund checks are being held for the following by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5: Ernest C. Anderson, Theodoros G. Calopothakos, John J. Doyle, Richard Johnson, Fong Yao King, King Sea Koo, Steve Krkovich, James F. Lee, Jr., Angelo Maglio, Edward J. Smith, Joseph Yonick.

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## Ship Automation Plans Announced

WASHINGTON—Automation of shipboard functions is looming as a problem of the near future judging from two recent reports. Both the US Maritime Administration and the Norwegian Marine Technical Research Institute have announced projects to automate certain navigation functions on ships.

The Maritime Administration is inviting electronics firms to bid on an integrated bridge control system, which would be able to perform automatically many of the routine functions of the deck watch officer. The MA, in its release, described the purpose of the project as providing "assistance" to the deck watch officer's decision-making by releasing him from routine duties and leaving him free to devote attention to more important matters.

### Bridge Controls

The MA plans call for construction of experimental bridge control systems which would be installed

on existing merchant ships for testing and experimentation. The control system would handle such items as routing, position plotting, control of course and speed, communications, evaluation of weather, etc., leaving the deck watch officer the job of drinking coffee.

Theoretically, the deck watch would monitor the control console.

### Bargaining Subject

Maritime unions, already concerned about the impact of automation, have proposed through the National Committee for Maritime Bargaining, that automation be one of the subjects discussed at forthcoming collective bargaining sessions with the shipowners, along

with a number of other issues vitally affecting seamen's job security.

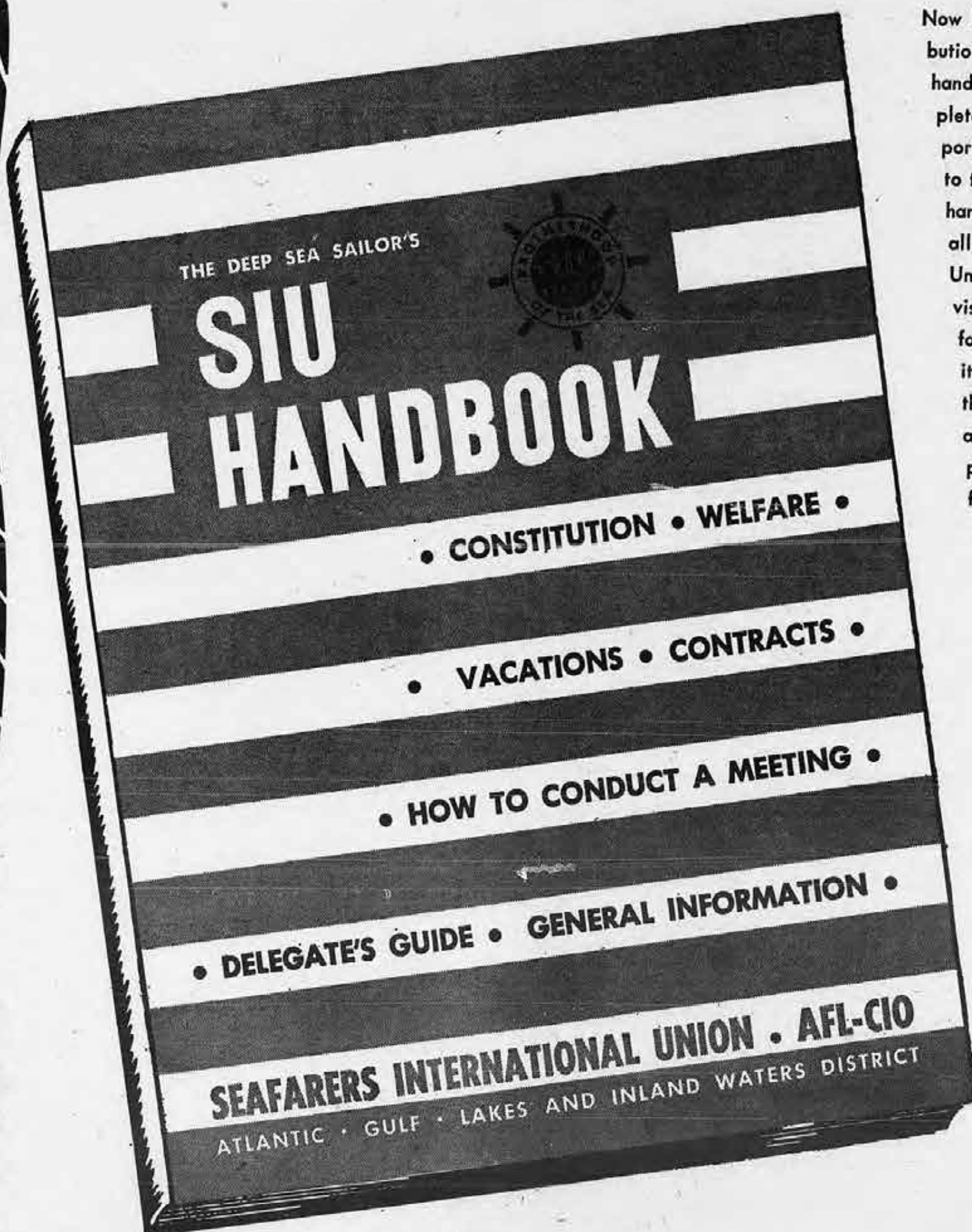
The Norwegian plans are more advanced. The Norwegian Institute is drafting designs for a tanker in which automated controls would take over much of the functions of the deck and engine watch, by centering all watch activities in one control room. The Norwegians estimate that on a large tanker, the control systems would do the work of six officers and six to 12 watchstanders in both departments.

The prototype tanker would be used on the Middle East-North Europe oil run. The project is already in the blueprint stage.





## When You Want to Know...



Now being readied for distribution to Seafarers is an SIU handbook containing complete information on all important matters of concern to them. Included in the handbook are the texts of all SIU contracts, the Union constitution, provisions of the SIU Welfare Plan and similar items. Every Seafarer then, will have available to him, in his possession, the information he needs about his Union and his job.