

(UPI photo).

Cable Ship. The SIU-manned cable ship Long Lines is shown above waiting to take aboard her cargo of special armorless cable which will provide the first direct telephone link between the US and Great Britain. The ship left Baltimore on her mission this week. (Story on Page 6.)

'Reminded Us Of War'

SIU CREWMEN TELL OF TANKER CRASH; ALL HANDS SAFE

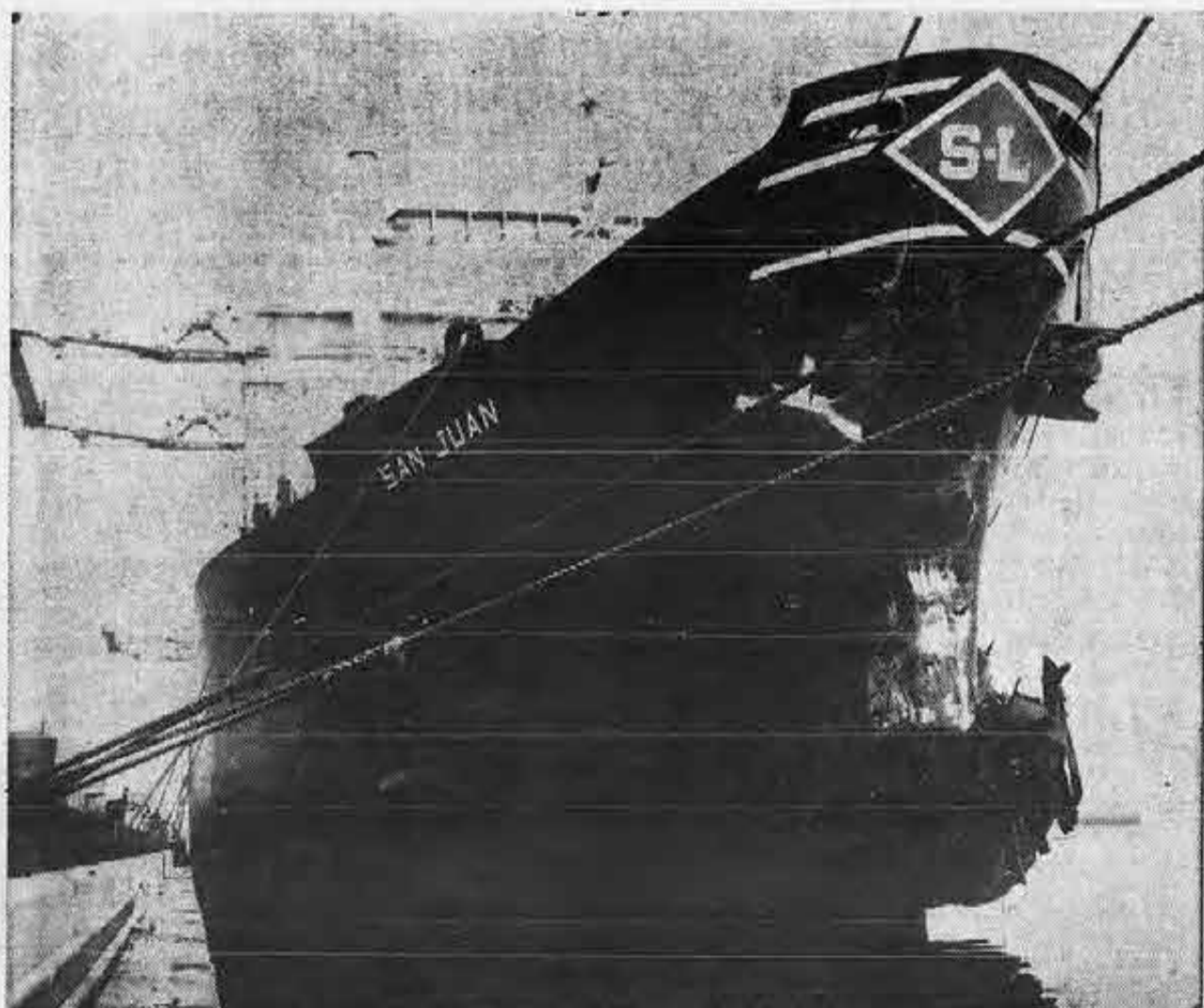
Story On Page 3

SIU Of Canada Rips Report On Lakes Dispute

Story On Page 2

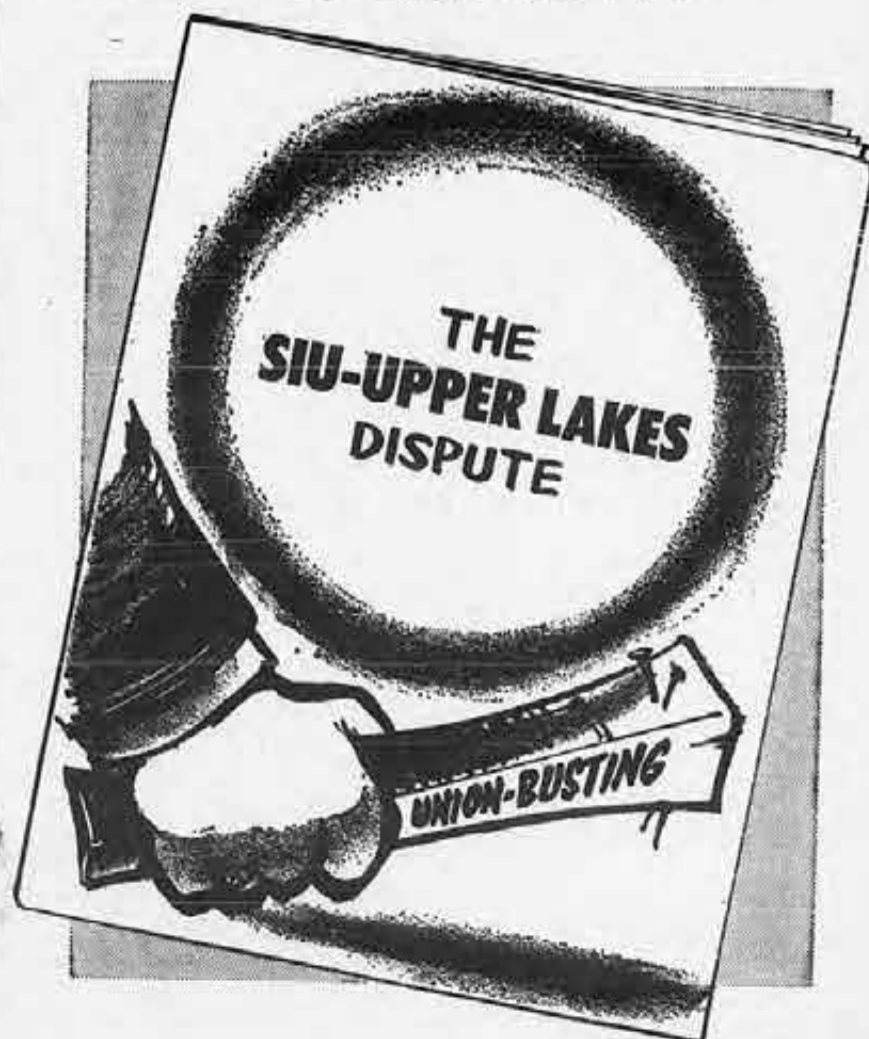
NMU Is 'No Show' At Hearings By AFL-CIO On Raiding Charge

Story On Page 3



Collision. The impact of the collision between the SIU-manned containership San Juan (Sea-Land) and the Norwegian tanker Honnor is clearly visible here in the gaping hole torn in the San Juan's bow. The American vessel was bound for Puerto Rico when the accident occurred on July 21. (Story on Page 3.)

In This Issue...



See Supplement

Norris Report 'Would Impose Dictatorship'

Canadian SIU Slams Commissioner For Role In Upper Lakes Inquiry, Asks Gov't To Probe His Conduct

MONTREAL—The Seafarers International Union of Canada this week urged the Minister of Justice to immediately investigate the proceedings of the Norris Commission. In a telegram to the Cabinet officer, the SIU said: "There is already evidence of mounting concern over the unprecedented, sweeping and undemocratic nature of Commissioner Norris' report and recommendations," which "reflect the manner in which the hearings were conducted."

In its request of the Minister, the SIU cited four major areas of discriminatory conduct by the Commissioner which it had protested repeatedly in the course of the hearings. The wire was sent in conjunction with a 10-page statement issued by the SIU in answer to the Commissioner's 318-page report of his hearings in the Upper Lakes Shipping dispute. The full text of the statement is printed in the special supplement to this issue of the SEAFARERS LOG.

The SIU statement pointed out that the Commissioner's report and recommendations "represent a philosophy alien to a free and democratic people" which would "usurp the function of free associations of workers."

Look At Detectives

The SIU statement also urged that the Canadian Parliament look into the use of private detectives in labor disputes with a view toward passing legislation which would either outlaw the use of detectives, or require the filing of reports about their activities.

Testimony developed during the Norris Commission hearings had shown that the Upper Lakes company paid \$361,000 for private detectives to one company alone in its union-busting campaign against the SIU. However, when SIU attorneys asked the Commissioner

to order the company to make its records available, so that more detailed information could be obtained about the activities of these detectives, the Commissioner rejected the SIU motion on the grounds that it was irrelevant.

The one-man Norris Commission was established by the former Canadian Labour Minister last summer after leaders of the Canadian Labour Congress and Canadian Brotherhood of Railway Transport and General Workers had disrupted Great Lakes shipping by bringing about an illegal closing of the St. Lawrence Seaway.

The avowed purpose of this illegal Seaway closing was to force a Government investigation of the SIU, which was—and still is—involved in a contractual dispute with the notoriously anti-union Upper Lakes Shipping Company.

Ostensibly, the Commissioner's major function was to examine the SIU-Upper Lakes contractual dispute, as had been done by the Rosenman Commission which was appointed by the U. S. Government at the request of the Canadian Government. Instead, the Commissioner quickly relegated this primary contractual dispute to an insignificant position and concentrated on an examination of the SIU's internal affairs.

The Commissioner concluded 107 days of hearings on March 15 and on July 15 he made a public volu-

(Continued on page 5)

Gleason Is Elected New ILA President

MIAMI BEACH—Delegates of the International Longshoremen's Association convention elected Thomas W. Gleason to serve as president of the union for the next four years. The ILA sessions were held here July 15 through 18.

Gleason succeeds Captain William V. Bradley as the 60,000-member longshoremen's union head. The convention named Bradley president emeritus.

Gleason had formerly served as executive vice-president and general organizer of the ILA and is the longshore union's representative on the Executive Board of the AFL-CIO Maritime Trades Department.

The new ILA president had previously been elected to head the union's Atlantic Coast district convention a week earlier.

Gleason, who is 63, began working on the waterfront at the age of 19 as a longshoreman and a cargo checker. He heads ILA Checkers Local No. 1.

To Shift Headquarters

The convention delegates voted to establish international headquarters offices in Washington, DC.

Among the speakers who addressed the ILA convention was SIU President Paul Hall. He cited the necessity for maritime labor to wage a fight against attempts to impose compulsory arbitration as a means of settling labor-management disputes in the industry,



THOMAS W. GLEASON

and condemned the "increasing injection of Government in labor matters which are not its concern," as a problem that all maritime unions share.

In regard to jurisdictional disputes on the waterfront, Hall pointed out to the AFL-CIO Internal Disputes Plan machinery as an effective instrument for resolving inter-union disputes. "Where the plan has been accepted, it's worked everytime," he said.

Chicago Longshoremen Keep Upper Lakes Ship Idle For Four Months

CHICAGO — The Upper Lakes freighter Howard L. Shaw this week began her fourth month of idleness in this port as Chicago longshoremen continued their refusal to load her with grain.

The Chicago ILA members, acting as individuals, have been refusing to load the vessel as a gesture of sympathy with the SIU of Canada, which has been engaged in a dispute with the Upper Lakes company because the company locked some 300 Seafarers out of their jobs in this fleet, manned its ships with scab crews, and signed a phony contract with the previously non-existent Canadian Maritime Union.

The Chicago workers have been keeping the vessel tied up despite efforts by the grain company, the NLRB and the US Justice Department to take action against their local which would force them to load the ship.

On July 1 a Chicago judge quashed an attempt by the labor board to subpoena members of the union.

At present, all pending legal action to get the Shaw loaded has been put off in the US District Court until August 12.

Private Eyes, Strikebreakers, Scabbing Employment Outfits Are Still Bosses' Best Friends

Labor espionage and strikebreaking through the medium of private detective and employment agencies continues to plague the labor movement and peaceful labor-management relations, despite the spread of prohibiting legislation.

Over the past year there has been a rash of activity by management in several areas in which they have employed private detective agencies to thwart union organizing and utilized the services of strikebreakers furnished by professional agencies. The employment of undercover operatives to engage in labor espionage and surveillance of union activities by private detective agencies is a violation of Federal law.

In fact, the labor law, as amended in 1959, requires the filing of reports on money paid by employers for labor spying.

Recent Cases

Two recent key cases involving the hiring of private detectives by management brought NLRB action against the Olsen Rug Company,

a big Chicago mail order firm, and the Illinois State Detective Agency, which it had hired to operate against the Textile Workers Union of America. Several months ago, a West Coast aluminum firm—Harvey Aluminum, Inc.—and the Wallace Detective and Security Agency of Portland, Ore., were ordered to halt their labor spy activities after the NLRB determined that the Wallace Agency was engaged in labor spying and other interference with union activities in behalf of Harvey Aluminum.

Reports filed with the Labor Department showed that Harvey Aluminum paid \$15,750 to the Wallace Agency for its detective services in a little over a year.

With regard to strikebreaking

and scabbing activities by employment agencies, Raymond Muntz, assistant director of the AFL-CIO Department of Social Security, pointed out recently that private job agencies have had relative freedom to furnish strikebreakers in labor disputes. Only one state, he reported, prohibits private agencies from referring strikebreakers, and only half the states even require that the job seeker be notified that a company has been struck by its workers.

Used Against SIU

SIU unions are among those labor organizations which have run up against both the use of private detective agencies and the employment agencies as a means of break-

(Continued on page 15)

Kulukundis Tanker Sale Completed

PHILADELPHIA—Another ship in the Bull Line - Kulukundis American-flag shipping operation, the tanker Titan, has been sold, this time to the US Maritime Administration. Another ship, the Emilia, is scheduled to be sold July 30 in Brooklyn, NY.

A hearing in Federal Court this week before a bankruptcy referee was adjourned to allow time for court-appointed trustees to continue their attempts to secure the financing necessary for reorganization of the American-flag operation of Manuel E. Kulukundis under a trusteeship arrangement. The next hearing has been tentatively set for September 9.

Meanwhile, the SIU has been taking every step possible to see that all of its members are paid in full whatever is due them, as speedily as possible. With personnel within the company reduced to practically nothing, this is a difficult situation, but progress is being made steadily. At the end of this story is a list of SIU members with money due. Anyone whose name appears should contact headquarters as soon as possible.

The Maritime Administration bid over \$7.5 million to get full title to the Titan at a marshal's sale at Chester, Pa. Bidding began at \$5 million and progressed by \$10,000 leaps until the MA's final successful bid.

The Titan was owned by the Overseas Oil Transport Corporation, one of the American-flag companies Kulukundis controlled. It was one of the first ships hit by seamen's liens, including those filed by her SIU crew.

One of 3 New Tankers

The Titan is one of three modern Kulukundis tankers built with mortgage funds guaranteed by the MA and seized by the Government. In March, after the ship had been tied up in Chittagong, East Pakistan for almost two months, the MA appointed an American company as agent to unload the ship's cargo of grain and return the Titan to the US.

The Titan was ordered sold by the court as part of the Kulukundis reorganization to meet creditors' claims. Creditors include SIU crewmembers with liens against individual vessels as well as members of other shipboard unions.

The MA hopes to be able to sell the Titan to a private operator. Its value is estimated at \$9 million.

Emilia Sale Delayed

Sale of the 10,000-ton C-2 freighter Emilia was originally scheduled for this week, but was put off until the completion of unloading operations in Brooklyn so she can be sold as an empty vessel. An attempted sale in June was unsuccessful when there were no bids on the ship because of an es-

(Continued on page 5)

SEAFARERS LOG

July 26, 1963 Vol. XXV, No. 15



PAUL HALL, President

HERBERT BRAND, Editor; IRWIN SPYVACK, Managing Editor; BERNARD SEAMAN, Art Editor; MIKE POLLACK, NATHAN SKYER, ALEXANDER LESLIE, HOWARD KESLER, JOE GIBSON, Staff Writers.

Published biweekly at the headquarters of the Seafarers International Union, Atlantic City, N.J., Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel. HYacinth 9-6600. Second class postage paid at the Post Office in Brooklyn, N.Y. under the Act of Aug. 24, 1912.

Lakes Seafarers Win Full Welfare, Pension Benefits

RIVER ROUGE—A new contract, which provides them with the benefits of the Seafarers deep sea welfare and pension plans, has been won for the SIU's 6,000 Great Lakes members. The contract establishes the first pension coverage for these Lakes seamen as well as medical centers and improvements in hospital benefits.

The 4,500 Lakes seamen and 1,500 SIU tug and dredge workers who are involved formerly received benefits under a program restricted to the Lakes workers. Under the new contract, however, benefit credits can now be earned for any combination of employment with Lakes, deep sea or tug and dredge companies.

Following ratification by the Union's membership, the new two-year agreement became effective on July 15, the date when the former contract expired. The agreement covers 21 Great Lakes companies who were represented in the negotiations by the Great Lakes Association of Marine Operators.

Winning of the pension completes a four-point program initiated for the Great Lakes members in 1959. Since then, the Union has won an industry-wide seniority program, a standard working contract and a health and welfare program.

\$150 Pensions

In addition to the pension, which will pay \$150 per month by 1965, Union members will be eligible for free eyeglasses and eye care for themselves and their families; \$56 per week in sickness and accident protection, and the five \$6,000 college scholarships which are available annually to members or their children.

These benefits are in addition to the \$4,000 death benefit, full hos-

pital coverage and other sick benefits previously provided.

The contract contains a wage review in 1964 and establishes a company and Union contract clarification committee which will meet monthly to resolve contract problems arising within the fleets.

The entire master contract was reviewed and clarifications made in areas affecting seniority, safety, transportation fares, duties of crewmembers and other shipboard matters.

Pact Unique on Lakes

The SIU agreement is the only one on the Great Lakes which gives seamen seniority rights with their own company and a hiring priority over any other seamen on the Lakes in working for the 21 SIU-contracted Lakes companies.

Companies represented by the Great Lakes Association of Marine Operators in the contract negotiations are:

- American Steamship Company; Amersand Steamship Corp.; Browning Lines, Inc.; Erie Navigation Company; Erie Sand Steamship Company; Redland Steamship Company; Gartland Steamship Company; T. J. McCarthy Steamship Company; Tomlinson Fleet Corporation; Reiss Steamship Company; Buckeye Steamship Company; Huron Portland Cement Company; Penn-Dixie Cement Company; Wyandotte Transportation Company; Roen Steamship Company; Bob-Lo Company; Michigan Tankers; Wisconsin-Michigan Steamship Company; Chicago, Duluth & Georgian Bay Line; Arnold Transit Company, and Toth Transportation Company.

NMU Boycotts AFL-CIO Hearing To Weigh Job Raid Complaint

NMU President Joseph Curran has once again refused to be bound by AFL-CIO constitutional procedures for resolving jurisdictional disputes, confirming the need for a probe of his actions as an AFL-CIO vice-president, as urged by the SIU.

Last week, he boycotted a hearing in Washington that was to have been conducted by Elmer Walker, general secretary of the International Association of Machinists, who had been appointed as a mediator by AFL-CIO President George Meany. The meeting was scheduled on the complaint of the Marine Engineers Beneficial Association that the NMU interfered last May in collective bargaining between the Engineers, States Marine Lines and the Federal government in connection with the NS Savannah.

Refuse To Show

No NMU representative showed up at the Walker hearing. In accordance with the AFL-CIO Internal Disputes Plan procedures, President Meany then appointed David Cole to hear the Savannah complaint on July 24 in the American Arbitration Association offices in New York. Again, the NMU snubbed the hearing, sending nothing but a brief.

Another complaint against the

NMU is pending before the Federation as a result of NMU activities in replacing MEBA engineers aboard the SS Maximus, a former Grace Line vessel.

NMU Under Sanctions

The NMU is already under sanctions imposed by the Federation for its raid on engineers' jobs in the Isbrandtsen division of American Export Lines, and for its attempted raid last year on the SIU-contracted jobs on Robin Line-Moore McCormack ships.

The NMU president's refusal to abide by the rulings of the AFL-CIO internal disputes machinery, coupled with his "continual repudiation of AFL-CIO policies and constitutional procedures, his anti-union activities and vigorous support of the Federation's enemies," led the SIU to call for an AFL-CIO review of the NMU president's actions "for the purpose of bringing him into compliance with the AFL-CIO constitution or, that failing, to cause his removal as an Executive Council member and vice-president of the AFL-CIO and as a member of its Ethical Practices Committee."

Sea-Land, Tanker Crash 'Like War,' Say SIU Men

PORT ELIZABETH, NJ—Memories of wartime shipping experiences came back to Seafarer Jose G. Lopez, oller, who was on watch in the engine room, when the SIU-manned containership San Juan (Sea-Land) collided early this week with the Norwegian tanker Honnor, about 225 miles east of here.



Crew of the Norwegian tanker Honnor comes ashore at the Sea Land terminal at Port Elizabeth, NJ, led by stewardess Magnhild Johansen. The San Juan picked up the vessel's 42 crewmembers.



Seafarers Bob Beliveau, deck (left) and Harry R. Rodriguez, pantryman, discuss events following the collision. The only injury was suffered by a Norwegian seaman while abandoning ship.



The Honnor is shown in this aerial photograph shortly after the collision with her starboard side almost awash. Part of the crew returned later and managed to right the vessel.

"The whole thing reminded me of a time we were torpedoed in 1942. I don't mind admitting I was afraid and worried," Lopez told a LOG reporter.

There were no injuries to the SIU crew of the San Juan and the only injury aboard the Norwegian vessel was to a seaman who received head cuts when he was hit by a ladder while abandoning ship.

The collision took place about 1:40 PM on July 21st while the 15,700-ton San Juan was enroute from New York to San Juan, Puerto Rico with a cargo of about 300 loaded containers.

The San Juan rammed the Norwegian tanker on her starboard side near the bridge, leaving a gaping hole in the starboard tanks which covered the water around both vessels with oil. The impact of the collision bashed a gaping 50-foot hole in the San Juan's bow, both below and above the waterline.



Lopez

Most of the American vessel's SIU crew were in the messhall at the time of the accident. Seafarers Harry R. Rodriguez, pantryman, and Bob Beliveau, deck maintenance, described the experience this way.

"I was in the mess serving," Rodriguez said, "when suddenly there was a tremendous impact. At first I thought the ship was breaking in half. I ran out on deck to see what happened and grabbed a life jacket on the way. The Norwegian ship started lowering her boats right away. The water around both ships was already covered with oil and full of sharks. One boat had been crushed by the San Juan's bow."

Bob Beliveau was also in the mess when the vessels collided. "We were eating lunch when it happened. The impact was so great that everything flew off the table. The general alarm sounded and everyone went to stations immediately. It took about a half-hour to get free, and with the water covered with oil the way it was, we worried quite a bit about fire. If the tanker had a cargo of gasoline it would probably have been the end of all of us. Both crews did a great job of getting the boats away. When we finally got free and backed away the Norwegian looked like it was cut almost in two."

San Juan Stood By

Once free, the San Juan stood-by to assist the Norwegians, picking up the tanker's 42 crewmembers, consisting of 39 men and 3 women.

The Honnor was listing badly to starboard and still leaking oil several hours later when the captain and 18 crewmembers returned to the ship. She looked like she would surely sink, crewmembers said.

Seafarers Wayman Lizotte and Mike Filosa, both AB's, had high praise for the crews (Continued on page 5)



Lizotte

Norris Report Blasted...

(Continued from page 2)

minous document which not only castigated the SIU of Canada for various alleged acts of impropriety, but also recommended the imposition of a Government trusteeship on all Canadian seamen and other maritime workers.

Commissioner's Recommendations

The SIU noted that the Commissioner's recommendations, among other things, call for:

- a) Seizure of the assets of the unions by Government appointees.
- b) Control and operation of union affairs by these appointees.
- c) Suspension of the constitutional form of union government.
- d) Rule by trustees having absolute and uncontrolled powers.
- e) Destruction of the right of workers to determine the conduct of their own affairs.
- f) Denial of the right of workers to strike in pursuit of their lawful economic and social objectives.

The SIU charged that these recommendations would impose absolute and arbitrary dictatorship over one segment of the working community—Maritime workers and their unions.

The SIU charged that the Norris report "represents a philosophy alien to free and democratic people" and "reflects the Commissioner's conduct of the hearings, his pre-conceived attitudes and his violation of the principles of fair play."

In support of this contention, the SIU cited a number of examples of areas in which the Commissioner had demonstrated his bias and his pre-disposition toward the issues involved, as well as a personal venom against the SIU. The SIU notes that:

• When witnesses attacked the SIU, the Commissioner set aside normal rules of evidence on the grounds that the proceeding was an inquiry, not a court of law. However, when the SIU tried to submit or obtain evidence, the Commissioner then applied the rules of evidence.

• When officials of Upper Lakes, the CLC and the CBRT testified, the SIU attorneys were prevented from inquiring into matters about which these witnesses claimed they had no personal knowledge. But when SIU officials testified, and stated that they had no personal knowledge of various events, the Commissioner castigated them and informed them that it was their responsibility to have such knowledge.

• Time and again, when anti-SIU witnesses testified to facts not within their personal knowledge, their accounts were accepted. However, when SIU witnesses sought to testify similarly, they were confined to matters strictly within their personal knowledge.

"These," the SIU pointed out, "are but examples of the many areas in which the SIU was subjected to disparate treatment."

The SIU also charged that the Commissioner had failed to observe rules of fairness in his comments regarding litigation which was pending while the hearings were in progress. The SIU specifically noted that in a pending action brought by the SIU against former Labour Minister Michael Starr, the Commissioner—who was appointed by Starr—"gratuitously decided this pending case in favor of the former Minister."

The SIU charged that the Commissioner, in fact, took pains to voice his views on almost all pending litigation, with the effect of prejudicing the SIU in those proceedings before the various courts.

"Strangely enough, when the SIU counsel attempted to raise a point with regard to a matter which was the subject of litigation, the Commissioner refused to hear it because, he said, he would not pass on matters before the courts," the SIU noted.

These same attitudes, which the Commissioner displayed throughout the hearings, were mirrored in his report, the SIU further pointed out.

As an example of this, the SIU cited the fact that the Commissioner refers in his report to matters he learned about privately, but which were never placed publicly before the Commission so that they could be examined.

The Commissioner, the SIU noted, also incorporated into his report certain matters which occurred after the hearings, which he deemed detrimental to the SIU. Conversely, the Commissioner failed to mention a number of matters which occurred after the close of the hearings, including the charges made by the former president of the Canadian Maritime Union that the CLC had turned the CMU into little more than a company union which negotiated a sweetheart contract with the Upper Lakes company.

The CMU was set up by the CLC and CBRT to serve Upper Lakes as a company union and permit Upper Lakes to arbitrarily break a 10-year contractual relationship with the SIU, lock some 300 SIU members out of their jobs in this fleet and replace them with scab crews recruited by Michael Sheehan, who was named CMU's first president but has since been replaced.

Sheehan was the star witness for the anti-SIU front during the Commission hearings and his allegations against the SIU, although never substantiated, were "in the main... accepted as truthful," the Commissioner states in his report.

The fact that Sheehan has since reversed his field and is now hurling a variety of charges at his former allies in the CLC, CBRT and Upper Lakes company is conveniently disregarded in the report, although the Commissioner does tuck several newspaper accounts of these charges into the middle of a bulky Schedule to the Report.

In addition, despite the interest he manifested during the hearings in tales of alleged SIU violence, told mostly by Sheehan, the Commissioner does not mention in his report the attack on SIU official Rod Heinekey, on the West Coast, which took place after the hearings ended.

"The above matters," the SIU pointed out, "were widely reported and the Commissioner's failure to take account of them in his report can be explained only as an unwillingness to accept the fact that some of his main assumptions are wrong."

Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

THE INQUIRING SEAFARER

Question: What do people ask about when they find out you're a merchant seaman?

Julio C. Bernard: Mainly they ask what foreign nations are like, the food, the people, different places of interest and things like that. Then they ask about my job and what it consists of. Most of them like to hear sea stories, too. Everybody likes to hear sea stories no matter where you are.



Everybody likes to hear sea stories no matter where you are.

John Fahrenkopf: Most people who've asked me questions think that all merchant seamen are part of the armed services. They're not too well informed about a seaman's life and work aboard ship. You usually have to explain everything to them about what you do when you're working and after hours at sea.



Most people who've asked me questions think that all merchant seamen are part of the armed services. They're not too well informed about a seaman's life and work aboard ship. You usually have to explain everything to them about what you do when you're working and after hours at sea.

Herbert L. Porter: They start off asking if I've been to Germany or Japan, and if I can bring them back a trinket on my next trip. What interests them is what working at sea is like and they ask me if I enjoy what I do. I tell them sure, it's a good life, interesting and rewarding.



John Naughton: People are people all over and they like to know what goes on in the foreign countries we visit. They follow up this line by asking about your job and whether you belong to a union. I often tell them about the SIU, the welfare program and about the many different benefits we have.



Robert W. Simmons: People like to hear all about other countries and then about "your life as a seaman. In general, they want to know about the hours we put in aboard ship, just exactly what we do and how many years we've been at sea. They all seem pretty interested in a seafarer's life.



James Gillain: I'd say they're interested in the places you've been to and what you do when you arrive at a foreign port. Also, they want to know how foreigners treat American seamen. Then they generally want to know what jobs there are on a ship and how long you've been doing it. People get pretty excited about a life at sea.



Sea-Land Crash...

(Continued from page 3)

of both vessels, but especially for the Norwegian ladies, who according to the Seafarers, handled their duties like true sailors. One of the ladies, the wireless operator, was among those who returned to the Norwegian vessel.

"Just vital personnel went back," Filosa told the LOG reporter. The Honnor was listing very badly, but the captain soon got up steam again and managed to bring her to an even keel. She was hit near the bridge, and in a small swell both ends rocked in opposite directions. Everyone was afraid she would break in two any minute."

One of the Norwegian stewardesses, Erna Soerlie, told of a special fear she had when the ship hit. "I was worried about my husband!" Erna, whose husband is the chief officer on the Honnor, speaks excellent English. "My husband was on the bridge when it happened. Fortunately he was not injured. When we abandoned the ship my husband and I and the captain were in the same boat, all safe."



Filosa

It happened. Fortunately he was not injured. When we abandoned the ship my husband and I and the captain were in the same boat, all safe."

SOS Response

One big beef of the San Juan crew was over the long delay before help arrived in answer to their SOS. It was 12 hours until the Navy arrived, they said, with the aircraft carrier Wasp, the guided missile frigate Farragut and the destroyer Perry converging on the scene. The warships then stood by the damaged vessels until the Coast Guard cutter Cherokee arrived.

A Navy doctor from the destroyer came aboard the San Juan to attend the injured Norwegian seaman, using the San Juan's salon as an operating room to close the man's head wound.

Even after surviving the collision the San Juan was not completely out of danger. While she was returning at about five knots, water pressure was continually tearing back the torn plates, widening the hole in her bow. "Another two days at sea or some rough weather and we might not have made it back," crewmembers agreed.

Honor Towed Back

The 20,200-ton Honnor was towed to Port Elizabeth, still spilling oil and not completely under control. The Coast Guard has begun an investigation of the accident.

In another recent collision, two British-flag ships crashed on the fog shrouded-St. Lawrence River near Quebec on July 20 with a death toll reported at 33.

The accident was between the 12,863-ton carrier Tritonica and the 6,000-ton freighter Roonagh Head. Eighteen bodies were recovered and 17 survivors picked up from the Tritonica after the collision. In addition, 15 men, including the Tritonica's pilot, were reported missing of the 49 crewmembers.

There were no casualties reported aboard the Roonagh Head.

Freight Company Bids For Seatrain Lines

WASHINGTON—A large Chicago-based freight company has made a \$5,600,000 bid to purchase control of the SIU-contracted Seatrain Lines.

The bid was made public in the application of the Lasham Cartage Company for Interstate Commerce Commission permission to purchase control of Seatrain. Lasham Cartage is a freight forwarding company owned by the United States Freight Company, a holding company that owns many of the largest freight forwarders.

The company has been a pioneer in piggyback service in which

loaded truck trailers are carried on railroad flatcars. The company has coordinated piggyback service with "fishback" service in which mail shipments travel to the Caribbean Islands via railroad to Miami and boat to the islands.

Seatrain inaugurated its new Caribbean run on May 13 when the Seatrain Savannah docked in San Juan. Two vessels, the New York and the Savannah, are being used in the new operation.

Kulukundis Tanker...

(Continued from page 2)

estimated \$1 million in cargo still aboard.

The ship has been tied up at Bull Line's Brooklyn pier for over six months with a 9,000-ton cargo aboard bound for Middle and Southeast Asian ports. A minimum price of \$250,000 has been set for the vessel.

Money Due

(The following Seafarers have money due and should contact headquarters as soon as possible: SS EMILIA: Antonio Kostales; Soren Lassen.

SS SUZANNE: Robert P. Chapline; Melton R. Henton; Frank De Keijzer; Arthur Elliott; Edward Marsh; Ronald Paterno.

SS MOUNT RAINIER: Grover H. Lane; Riley D. Carey; Wallace Cartwright; Jose Calvo; Keith Donnelly; Charles White; Hugh W.

Riley; Albert Walker Edwin F. Stanley.

SS KATHRYN: Vagn T. Nielsen; Edgar Luke; Thomas R. Richmond; Arthur Henderson.

SS BRIDGEHAMPTON: William E. Douglas; Timothy P. Sullivan; Harold P. Vincent; George W. Barry, Jr.; Frank H. Neville; Sylvester Cznowski; Thomas Adamiak; Joseph Gentes.

SS ELIZABETH: Jack A. Olsen; Frank E. Parsons; Lewis H. Francis; Edgar Luzier; Glenn D. Miller; Joseph Peragullo; Harry E. Schockney; Vernon L. Stiebig; Salvador Blanco; George L. Goullins; Bernard Palazzo.

SS INES: Clyde P. Parker; Harvey H. Hood; Michael B. Foster; Richard Spencer; James N. Quinn; James H. Hoover, Jr.; William J. Walker; Charles A. Whal, Jr.; J. E. Steele; Walker J. Jarrett.



Bargaining Works, Say Labor, Co's

WASHINGTON—Collective bargaining works much better than the public has been led to believe, a dozen labor and management experts agreed last week.

The 12 men—6 from management and 6 from the AFL-CIO and its affiliates—constitute the National Labor-Management Panel which was named by President Kennedy on May 26 to advise the Federal Mediation and Conciliation Service on how to make collective bargaining work better.

The panel held its first meeting in this city on July 16 and afterwards William E. Simkin, Federal mediation director, said that he and the panel agreed that public attention was often focused on collective bargaining's failures.

"Our objective is to reduce the number of these failures," Simkin said. "But the failures should not hide the considerably greater frequency of bargaining successes."

The panel's findings are of considerable interest to the maritime industry in view of the attempts currently being made in the Congress to impose compulsory arbitration on labor-management relations in maritime. These attempts are being vigorously opposed by the SIU and the AFL-CIO Maritime Trades Department.

Spoke At SIU Convention

Simkin was one of the Government speakers at the last SIUNA convention in Washington in May and at that time told the delegates: "I do not believe that arbitration imposed by law is any answer to the problems of your industry. I believe that these problems can be settled around the bargaining table."

Seafarers Helping To Speed Direct US-Europe Dialing



(UPI photo.)

At Baltimore plant, Western Electric Company employees store 23-mile length of armorless ocean cable in tank. Such cable will provide direct telephone line to Great Britain.



(UPI photo.)

Standing on catwalk, worker watches bubbling pool of water at Western Electric plant in Baltimore where ocean cables are made. Swimming-pool-size tank is used to test cable.

SIU-Manned Cable Ship Starts Its First Mission

BALTIMORE—The SIU-crewed cable-laying Long Lines left here on Tuesday on the first leg of a three-month mission that will provide the first direct telephone cable link between the United States and Great Britain.

The 511-foot, \$19 million vessel is enroute to a point 638 miles from here where she is scheduled to start work on the completion of a 3,500-mile cable that

will run between Tuckerton, N.J., and Cornwall, England.

The British cable-laying ship Alert has already put down the first 638 miles of the new transatlantic cable. A buoy marker was put down by the Alert designating the point where the Long Lines is to continue laying cable. At present, the Long Lines is equipped with 1,300 miles of cable and will have to load up with more cable at Southampton, England, after "stringing" her present cargo.

Construction Delayed

The Alert was called in to handle work originally due to be performed by the Long Lines in the Caribbean. Delays in completion of construction on the Long Lines caused the change in plans.

Work on the ship was stalled several months when the shipyard where she was built went bankrupt.

When the Long Lines completes the estimated three months that it will take to connect the Atlantic cable, the cable system will be able to carry 128 simultaneous telephone conversations, more than triple the capacity of the present cable between Scotland and Newfoundland.

The system will cost some \$47 million and will permit direct-dialing service to be established between the US and Europe.

On Trial Runs

Since April, the Long Lines has been sailing up and down the East Coast in cable-laying trials. For the past 10 days the vessel was berthed at the dock of the Western Electric Company's Baltimore plant where her three cable tanks were filled.

The new American cable ship is the largest of its kind and is being operated by Isthmian for American Telephone and Telegraph Company interests. Since the Western Electric Company has a new plant here at Point Breeze, Baltimore will be the ship's home port for any other cable-laying junkets that it may be called on to do in the next two years.

Pity The Poor Millionaires—

Despite the often-heard claims that labor union members are trying to wreck the economy by demanding too much of the national pie, the fact is that the number of millionaires in this country is increasing.

According to the latest Internal Revenue Service statistics, just released, 398 people pulled down more than \$1 million during 1961. This was the greatest number of millionaires since the record 513 of 1929. After the Wall Street flop of that year, the number of millionaires declined to a low of 20 in 1932, but has been climbing ever since.

The 1961 crop of millionaires, incidentally, accounted for only about eight-tenths of one percent of all taxes paid to the Government that year. Wage earners in the \$6,000 to \$7,000-a-year bracket paid the Government about 10 times that much.

Anti-Bias Drive Set By AFL-CIO

WASHINGTON—An all-out drive to eliminate racial discrimination on all fronts has been launched by the AFL-CIO.

The drive will be directed against discrimination in unions, employment, housing, voting, public accommodations and schools.

AFL-CIO President Meany has named a five-man committee to direct the effort. One of the committee's first actions will be to establish bi-racial community committees through AFL-CIO city councils. The effort will encompass 30 to 40 major cities in the nation.

SIUNA Action

Last November 15, at the White House, the SIUNA, along with some 100 other AFL-CIO unions, took part in the joint signing of a Union Fair Practices Program.

The program pledges the SIUNA and its affiliates to cooperate with the President's Committee on Equal Employment Opportunity in attaining its goals of equal opportunity in all aspects of employment without regard to race, creed, color or national origin.

At the last SIUNA convention in May, the convention delegates reiterated the anti-discrimination stand of the Union by unanimously passing a resolution stating that they "reaffirm and vigorously support the principle laid down by the AFL-CIO, that equal rights and equal opportunities be within the grasp of every American, and further that we support the Federation's program for appropriate legislative action to achieve their objective."

Expand APL Services To Far Eastern Ports

WASHINGTON—In one of its rare changes in the structure of an essential trade route, the Maritime Administration has altered Trade Route 17—a move affecting American President Lines, whose ships are manned by members of SIU Pacific District unions.

For the first time, this route has been expanded to embrace ports in China, the Soviet Union, Japan, Korea, Taiwan and Okinawa. The Maritime Administration authorized the expansion after a hearing held as a result of a request by APL.

The new ports bring APL into competition with United States Lines, which opposed the move on the ground that the expansion would "dilute" available trade in this area.

Union, Co's Fight 'Right-To-Work'

CHEYENNE, Wyo. — An all-out legal attack on this state's so-called "right-to-work" law is being waged by three locals of the International Brotherhood of Electrical Workers assisted by two employer associations which are challenging the constitutionality of the statute in a state district court.

The IBEW and the employers, which have collective bargaining agreements, have asked the court to stop Governor Clifford Hansen and state and county officials from enforcing the recently-enacted anti-union code.

The IBEW suit charges the Wyoming law goes beyond the scope of state "open shop" laws permitted under Section 14b of the Taft-Hartley Act and is unconstitutional in that it bars the use of non-discriminatory union job referral agreements which have been upheld by the US Supreme Court.

Other Union Charges

In addition, the union says, the law would prohibit unions holding bargaining rights from representing non-members unless specifically authorized in writing to do so. The two major violations of the law, the IBEW continues, are in direct contradiction to the National Labor Relations Act which requires Unions to represent all workers in the bargaining units.

SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



Stay-Cool Tips For Vacationers

Whether you spend your time catching up on gardening and home repairs or sightseeing in a remote part of the country, a few precautions will help assure that your vacation is both happy and healthy, the American Heart Association reminds everyone.

According to an article in "Today's Health," if you're of an age when a nap in the shade seems more inviting than a fast triple-play, it's particularly important to heed these heart-saving tips from the AHA:

(1) Start slowly on vacation work or play if, like most Americans, you spend most days sitting behind a desk and evenings in front of TV. Give yourself time to adjust to new activity.

The same applies to any Seafarer whose work habits will probably be far different than anything he would attempt while on vacation ashore during the summer.

(2) Stay aware of the weather. Don't try to work or play as much when it's hot and humid. When temperatures soar, your heart automatically works harder to cool and hold an even body temperature.

(3) Use your head to save your heart. Plan the easiest way to do a job. Prepare to out-think your son on the tennis court rather than outrun him.

(4) Work or play at a steady, unhurried pace.

(5) Take plenty of short rests rather than fewer long ones.

(6) Don't strain yourself and your heart by underestimating the effects of age or overestimating your own strength. Get help for big jobs if you're spending your vacation on do-it-yourself projects.

Remember, it's better to lose a few points on a game score than spend several sick weeks in bed.

(7) Dress for summer work or play. Wear clothing that is absorbent and loose-fitting.

(8) Pay attention to warning signals—shortness of breath, tired muscles, dizziness, or fatigue. They are the body's way of telling you to slow down.

(9) Watch what you eat. When it's hot, eat lighter meals with fewer spicy, heavy, or fat foods. Go easy on iced drinks, often they just make you feel hotter.

(10) For most people, salt lost in summer perspiration is quickly restored by an extra sprinkle of the salt shaker at mealtime. Salt pills should be taken only at your doctor's suggestion. If you're on a salt-restricted diet, call your doctor before adding or subtracting.

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

End Benefits For Strikers, Bosses Ask

Another move in the effort to curtail the effectiveness of strikes by labor unions in New York State is now being made by a group of New York City employers.

The Publishers Association of New York City, which was involved in the newspaper blackout earlier this year, is now seeking to have the state unemployment insurance law changed to bar workers involved in a strike from receiving unemployment benefits.

Under present New York State law, persons who are unemployed as a result of an industrial dispute may be eligible for unemployment benefits of up to \$50 a week after a seven-weeks waiting period.

Organized labor in this state is expected to vigorously oppose the employers' move, which will be the subject of hearings this fall by a joint committee of the Legislature.

Blackout Began In December

The 114-day news blackout began on December 8, 1962, when members of Typographical Union No. 6 struck four New York City dailies after five months of fruitless contract negotiations. The publishers then locked the printers out of five other newspapers although the printers were ready to continue working and to continue negotiations with these publications.

Members of the SIU, the city's Maritime Port Council and thousands of other trade unionists gave vigorous support to the printers and on January 15 participated in a huge rally, in front of the New York Times, which was said to be the largest picketline demonstration in the city's history.

SIU FOOD and SHIP SANITATION DEPARTMENT

Cliff Wilson, Food and Ship Sanitation Director



US Sanitary Standards Spreading

If imitation is the sincerest form of flattery, foreign-flag ships are paying high tribute to the excellence of American shipboard sanitation standards since World War II by adopting the same standards more and more.

Four foreign-flag passenger liners calling at US ports already carry among their official papers the US Public Health Service Certificate of Sanitary Construction. They are the French Line's France, the Italian Line's Leonardo Da Vinci, the Swedish-American Line's Gripsholm and the Norwegian-American Line's Bergensfjord.

Other foreign-flag vessels presently under construction are also incorporating these US sanitation standards and hope eventually to win the coveted Sanitary Construction Certificates.

General Standards for sanitary construction of American-flag ships as set up by the USPHS include among other things ratproofing of vessels, regulations for the construction of water supply systems, feeding spaces, waste disposal facilities and swimming pools.

Plans for all of these facilities are checked before the ships are built and inspections of the ships are made while construction is going on. Each vessel built in conformance with USPHS standards is awarded the Certificate of Sanitary Construction. The improvement in environmental health aboard ships which adopted these standards when they were first introduced was dramatic.

An example of their effectiveness can be found in the area of ratproofing. Pre-World War II vessels were plagued by the danger of rats, which were disease carriers that endangered not only ship's crews but also the entire American population.

Vessel quarantine procedures were initiated many years ago and any ship arriving in the US was given a rigid inspection. If rats were found aboard, as they often were, the vessel was quarantined and fumigated.

Ratproofing made the problem much less serious. US ships are now being built in a manner which prevents rats from finding hiding places or living quarters aboard, assuming they are able to get aboard ship. On older ships, fumigation and ratproofing methods are carried out as soon as possible when a ship reaches a US port.

While most newly-constructed US vessels have the Certificate of Sanitary Construction, few foreign-flag vessels have received it. High sanitary standards are not cheap or easily achieved. More and more foreign operators are finding out, however, that the extra effort pays off in the end.

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

Seafarer's Growing Family



Seafarer and Mrs. Walter H. (Shorty) Cook are shown here during a visit to the New Orleans SIU hall with their son Walter, Jr., (standing, rear) and their daughter and son-in-law, Mr. and Mrs. Ben Eckhart of Billings, Montana. Their grandchildren (l-r) are Rene, 8 months; Velvet, 18 months; and Dickie, 7.

American-Hawaiian Supported On Intercoastal Service Plan

The hopes of the American-Hawaiian Steamship Company for building three high-speed containerships for operation in the intercoastal trade has been picking up support, despite the attempts of railroad companies to scuttle the important service.

American Hawaiian's bid to re-enter the intercoastal trade is being strongly backed by the SIU Pacific District unions on the grounds that it would supply a much-needed boost for US domestic shipping and make available additional job opportunities for American seamen. Backing for the plan has come from those areas

conscious of the nation's transportation needs.

Latest to support the company's application for government mortgage insurance which is necessary to cover construction of the vessels is Senator Edward Kennedy (Dem.-Mass.). He advised the Commerce Department that "there can really be no question that containerships represent a significant breakthrough . . . nor can there be any serious question . . . that the potential traffic is more than adequate to support the proposed operation."

Meets Military Need

The Massachusetts Senator pointed out that the American-Hawaiian proposal offers an opportunity to begin "a rebuilding of our domestic merchant marine with ships that will pay their way and provide the essential tonnages for military logistics which any serious emergency would require."

A Maritime Administration examiner decided after extensive hearings that the proposed domestic steamship service was economically feasible and would not have an adverse effect on other water carriers.

Noting the heavy shipbuilding activity of the Soviet Union, Senator Kennedy called the low level of vessel construction in this country a "national disgrace."

Final decision on the American-Hawaiian application will be made by Commerce Secretary Luther Hodges.

Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving are advised to notify SIU headquarters or the Welfare Plan, at 17 Battery Place, New York 4, NY.

SIU Opposes New Plan To Bypass 50-50 Law

The US Department of Agriculture never misses an opportunity to give the boot to the American shipping industry. Long noted for its efforts to bypass the provisions and intent of the Cargo Preference Act, the department has issued new regulations which would permit much of the government farm cargoes to move on foreign ships.

Under terms of the preference act, American ships are to be guaranteed at least 50 percent of government financed cargoes. The US shipping industry, including tramp vessels, independent tankers and many liner vessels depend on these shipments.

The Agriculture Department regulations seek to move the government cargoes through American and foreign traders who would receive a low interest rate from the Commodity Credit Corporation.

The SIU is vigorously opposing this scheme to bypass American ships in the carriage of the farm cargoes. The SIU and other groups opposing the agency plan contend that US ships must carry at least half of the farm shipments which move abroad, whether they are given away directly by the government or by private traders who receive credits from the US.

Although the national administration has ordered Agriculture to use American ships as often as

possible, the agency is seeking a ruling as to whether the preference laws should apply in this case.

If the private traders program were placed under the cargo preference law, as it should be, it would give another badly needed shot in the arm to the US shipping industry. Agriculture doesn't care about the American merchant marine, as its record shows. This is why the SIU and the other groups pushing for a strong industry are constantly on guard against the agency's efforts to favor foreign shipping over our own.

MTD Supporting Rail Unions In Work Rules Fight

WASHINGTON — The railroad industry seems determined to introduce new work rules on July 30 despite union objections and pleas from the President and Congress that they will call off their Tuesday deadline.

Introduction of the new work rules, which would eliminate many jobs of railroad workers, will almost certainly lead to a strike by the rail unions.

The AFL-CIO Maritime Trades Department has taken a stand solidly in support of the railroad unions. In a telegram sent to MTD Port Councils around the nation, the MTD stated that it endorses the stand of the railroad unions and will support them in every way possible to bring about a successful conclusion through collective bargaining.

"If Congress adopts compulsory arbitration legislation for this dispute," the telegram states, "the same restrictions may be imposed in any future maritime strike."

President Kennedy has proposed that Congress pass legislation which would place the dispute before the Interstate Commerce Commission and bar both the railroads and the unions from taking any action until the ICC had made a decision.

Proposal Under Fire

This proposal has come under heavy fire. Roy E. Davidson, head of the Brotherhood of Locomotive Engineers, has stated that he could not think of "a worse place than the ICC to refer the dispute to."

"The agency is management-oriented and has no grasp of labor-management relationships and principles," he said.

A spokesman for the railroads stated this week: "As it stands now our promulgation of work rules changes will be made effective at 12:01 AM Tuesday, July 30. I do not see any circumstances under which we would pull the notices down other than enactment of legislation, which would automatically pull them down."

The New York Times stated editorially on July 24 that "what President Kennedy has invited in his eagerness to achieve the effects of compulsory arbitration without using the politically obnoxious term, is a precedent under which the ICC might become permanently the court of last resort for disputes that defy settlement under the creaky processes of the Railway Labor Act."

Medicare Reprint Going Over With SIU Men, Families

SIU members and their families are finding the reprint of the AFL-CIO's "1963 Handbook on Hospital Insurance for the Aged Through Social Security," which appeared as a special supplement in the Seafarers Log of June 28, a useful and interesting bit of reading.

Within days after the handbook was reprinted in the LOG, requests for copies began coming into the Union from members and their families throughout the country.

The handbook was prepared and published in a revised edition in May by the AFL-CIO Department of Social Security. It is a comprehensive and simply presented explanation of the problems involved in providing medical and hospital care for the aged, and of the need for obtaining this protection through means of the Anderson-King bill, which is supported by the AFL-CIO. It is complete with all the facts and figures to enable any one to have a full understanding of the issues involved in this important fight.

As was pointed out when the handbook was reprinted, SIU members and their families are protected against the problem of medical care in their old age, because under the Seafarers Pension Plan they are covered by unlimited medical and hospital benefits for themselves after going on pension, and for continued hospital and medical care for their dependents. Nevertheless, the problem is of concern to them because it affects other members of their families and their communities.

Despite the large number of requests that have come in for the reprint of the handbook, the Union still has a substantial number available. Anyone wishing to receive a copy may get one by writing to the SIU, 675 Fourth Avenue, Brooklyn 32, NY.

Chickasaw On the Rocks And So's The Chickasaw

(And If This Head Doesn't Make Sense, Read The Story)

WILMINGTON—On February, 7, 1962, the freighter Chickasaw (Waterman) was driven up on the rocks of Santa Rosa Island during a severe winter storm.

Almost a year and a half later, the Chickasaw is still on the rocks, but now she has some company. The Chickasaw's salvage vessel, also named the Chickasaw, owned by the Chickasaw Salvage Company, is grounded on the rocks beside the Chickasaw.

The Chickasaw Salvage Company, which is beginning to seem very aptly named, has sent a third vessel to salvage the Chickasaw so it can salvage the Chickasaw. Breaking a very vicious circle, the latest salvage vessel on the scene is called the Gene.

Here's how it all started. The freighter Chickasaw, a 439-foot C-2, ran aground when she was trapped in a driving rainstorm while enroute to Wilmington from Japan. An SOS brought the Coast Guard and the 669th Air and Control Squadron to the rescue and all the Chickasaw's SIU crewmembers and passengers were brought safely ashore and its cargo of Japanese imports was salvaged.

Hull Bought
The hull was eventually bought by a San Pedro marine engineer and the Chickasaw Salvage Company was formed to salvage the Chickasaw. The company bought a converted landing craft to do the salvage work and named the vessel the Chickasaw because it was salvaging the Chickasaw for the Chickasaw Salvage Company.

Last week, while engaged in the salvage of the freighter Chickasaw, the salvage vessel Chickasaw also went aground on the rocks, dumping eight crewmen overboard. They at least were safely salvaged without complications.

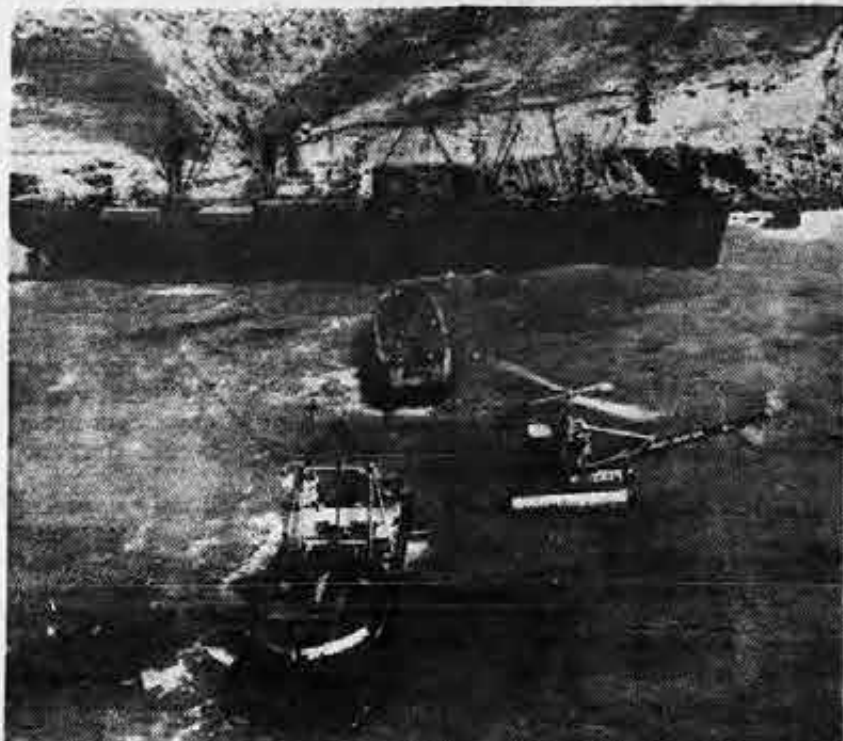
With both Chickasaws on the rocks, another salvage vessel, this time the Gene, went out to salvage the salvage vessel Chickasaw so she could salvage the freighter Chickasaw.

Santa Rosa Island, to which the freighter Chickasaw is stuck fast with three quarters of her hull rammed into a submerged reef, is the major cause of the difficulties the salvage work is encountering. Barren, desolate, and far from civilization, the island is pounded by heavy swells most of the time, complicating tremendously the removal of the freighter Chickasaw's machinery and equipment.

Equipment Hauled Away
Before the salvage vessel Chickasaw joined her predecessor on the rocks, she was hauling up to 30 tons of the freighter's equipment away every trip she made for sale at San Pedro.

The freighter Chickasaw's hull is gradually breaking up of its own accord without any help from the salvage crew. A hole large enough to drive a truck through opened up in a single day recently, and it's only a matter of time until the ship breaks in two under the pounding surf. The salvage crew expects this to simplify their task since the vessel is in only about six feet of water. If she breaks up by herself they won't have to cut her apart.

By the time the salvage operation is completed, the remains of the freighter Chickasaw will be scattered over a large area. Part of the ship will remain mired on the rocky reefs of Santa Rosa Island. Her hull will be scattered in several southern California shipyards, and it's anybody's guess where her machinery and equipment will eventually wind up.



Still rock-bound off Santa Rosa Island, Calif., where she went aground early in 1962, the Waterman freighter Chickasaw is pictured at the start of salvage operations a few weeks later. Salvage vessels (foreground) and helicopter teamed up in early salvage work on the ship's cargo. SIU crew was unhurt when the Chickasaw went on the rocks.

Railroad Man Now Head Of Balt. 'Propeller Club'

BALTIMORE—The assistant vice-president of the Baltimore & Ohio Railroad was elected president of this port's Propeller Club in a closely-contested vote last month. One of the primary purposes of the Propeller Club, with branches all over the US, is to foster development of the merchant marine.

Elected by a 68-53 margin, William L. Ollerhead will be head of the Club's Baltimore branch when the national convention is held here this fall. The local contest was over whether a "shipping man" or a "railroad man" should head the club. The former president had been a ship surveyor.

In accepting the designation as president, Ollerhead gave what was described as "impassioned" talk about the role of the railroads in building the Port of Baltimore. He said the railroads had done more than any other group in working toward this goal.

Rate-Cutting Cited
Railroad groups here and throughout the country have been engaged in a concerted drive to put domestic and inland water carriers out of business via the practice of selective rate-cutting. Ollerhead discounted this as "normal" competition.

He added that any person eligible to be a member of the Club should be able to run for office, and that if membership were limited to those whose sole interest was the American merchant marine, then 95 percent of the members are not eligible.

The Club's nominating committee had sought the reelection of incumbent Alfred E. Mitchell, because they wanted someone from the shipping industry to represent the club at the time of the national convention. Ollerhead's

candidacy was pushed by a rump group.

Besides his present post with the B&O, the new president has worked for the Pennsylvania Railroad and had also been with the Maryland Port Authority previously.

Nationally, the head of the Propeller Club is Troy R. Browning, head of the Browning Line and other companies under contract to the SIU on the Great Lakes.

Philadelphia Foto-Fare



Trio in focus here at the SIU hall in Philadelphia includes (l-r) Seafarers Jean Auger of the deck department, dispatcher Charles Stansbury and Bill Weise, FWT. Auger and Weise were snapped at the dispatch counter recently when they came in to check on shipping.

SOCIAL SECURITY REPORT

Joseph Volplan, Social Security Director



Experts See Trend To Shorter Hours

Two government experts have told a House subcommittee that there has been a continuing long-term trend in the United States towards a reduction in the hours of work "without sacrificing" living standards. In addition, they said, there is evidence that the customary time-and-one-half "penalty pay" for overtime work has "lost some of its impact" as an incentive to spread employment.

Neither Ewan Clague, commissioner of the Bureau of Labor Statistics, nor Clarence T. Lundquist, the Labor Department's wage-hour administrator, passed judgment on proposals to reduce the statutory 40-hour workweek to create more jobs.

Rep. Elmer J. Holland (D-Pa.), chairman of a select House Labor subcommittee exploring whether "circumstances permit or require another step forward in the reduction of hours of work," said the first phase of the hearings was limited to gathering information from statisticians and economists. Later this summer—after its hearings on the operation of the manpower training program—the subcommittee will hear from advocates and opponents of shorter hours.

Clague told the subcommittee that "historically, the US has been able to attain ever-increasing levels of output while at the same time reducing the time that the average worker must spend on the job." This continued reduction in work time, Clague said, "has been an integral part of the country's advance in living standards."

Both Clague and Lundquist noted a continued widespread practice of overtime work. Lundquist cited a survey showing that in major industries some 28 percent of employes worked overtime, averaging eight hours a week.

Economist Leon Keyserling, the nation's chief economic adviser during the Truman Administration, told the subcommittee that the "true level" of unemployment is currently 9.4 percent and will get worse unless there are "profound changes" in the economy. He said employers generally could absorb the cost of cutting the basic workweek from 40 to 35 hours because in recent years worker productivity has increased faster than labor costs. His own preference, Keyserling said, would be to increase the Federal budget by some \$20 million to bring about greater employment at a 40-hour week.

Other economists expressed reservations about an immediate reduction in the statutory workweek to 35 hours, but some suggested other steps which could be taken.

Swarthmore College Prof. Frank C. Pierson told the subcommittee that alternatives worth considering include extension of the overtime pay provisions of the Wage-Hour Act to industries not now covered and boosting the overtime penalty to double time after 44 hours in certain indus-

tries. He said the recent steel agreement providing for extended vacations "may prove to be a significant breakthrough" in reduction of hours by methods "tailored to fit" the needs of various industries.

Holland had set the tone for the hearings with a statement declaring that "all avenues of employment possibilities must be explored" in view of five consecutive years of high-level unemployment and "predictions that the second decade of automation will be felt by white collar workers, possibly more rapidly than the first decade affected the blue collar workers."

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

DIGEST OF SIU MEMBERSHIP MEETINGS

NEW YORK, June 3—Chairman, Earl Shepard; Secretary, Ed Mooney; Reading Clerk, Bill Hall. Minutes of all previous port meetings accepted. Port Agent reported on shipping, shortage of some ratings, blood bank. Report carried. President's report on SIUNA convention, AFL-CIO meetings, organizing, death of Al Grossman, new ships accepted. Secretary-Treasurer reported on election of quarterly financial committee, Norfolk building, Bull Line, Canadian beef. Report carried. Welfare services report presented. Communication from Secretary-Treasurer regarding Canadian beef accepted. Meeting excuses referred to Port Agent. Auditor's report accepted. N. DuBois elected to quarterly financial committee under new business. Discussion on several items during good and welfare. Total present: 337.

PHILADELPHIA, June 4—Chairman, Frank Drozak; Secretary, Steve Zubovitch; Reading Clerk, Charles Stansbury. Meeting minutes from all ports accepted. Port Agent's report on shipping, SIUNA convention, blood bank, need for rater men accepted. President's May report accepted. Communication from Secretary-Treasurer on Canadian beef accepted. Auditor's reports accepted. Michael Schalestock elected under new business to quarterly financial committee. Discussion in good and welfare on coke machine for hall, larger shipping board, new tables. Total present: 62.

BALTIMORE, June 5—Chairman, Rex E. Dickey; Secretary, Diego Martinez; Reading Clerk, Tony Kastina. Minutes accepted from all previous port meetings. Port Agent's report on shipping, SIUNA convention, welfare benefits, quarterly financial committee, Bull Line accepted. President's report for May accepted. Secretary-Treasurer's communication regarding Canadian beef accepted. Meeting excuses referred to dispatcher. Auditor's reports accepted. George Litchfield elected as member of quarterly financial committee during new business. Total present: 125.





Crewmembers (l-r) H. Johnson, pantryman; A. Payne, 3rd cook; M. Zepeda, OS; S. Miller, OS; R. D. Bozeman, messman, and B. Carter, wiper, made good use of the Panoceanic Faith's recreation room during long voyage.



Topping gear proved to be hot work, so Seafarers D. Ketchum, OS; ship's delegate J. R. Batson, DM, and R. Byrne, AB, took some time out to cool off a bit, have a smoke and enjoy a coffee break.

SHIP'S DELEGATE:

Best Crew Ever!!



Among its virtues, the Faith is a good feeder, thanks to the galley ministrings of chief cook C. Fontenot, shown doing up some steaks to perfection.

SS PANOCEANIC FAITH LAUDED ON GOOD TRIP

The Panoceanic Faith (Panoceanic Tankers) isn't a new ship by any means but, according to her SIU crew and ship's delegate James R. Batson, she's one of the best. The Faith carried a cargo of grain from Galveston to Casablanca, then hit Le Havre, Southampton and Bremerhaven before heading back to the States, for a stop at Baltimore before paying off in New Orleans.



Wipers B. Carter (left) and H. Overton, Jr., were relaxing for a smoke in the ship's machine shop when this shot was taken somewhere between Galveston and Casablanca.



Coffeetime in the engineroom found J. Jacobs, 3rd engineer; V. R. Limon, FWT, and L. V. Springer, oiler, ready and willing to have a picture taken. They were soon back at work keeping the plant running.



Not only the ship but the crew was also kept shipshape during the voyage, thanks to the haircutting prowess of Tony Tinoco, salon messman and ship's barber, shown here giving a shipmate the once-over-lightly.

Oil Pipeline Dead-Ends In Potomac

BALTIMORE—The \$350 million oil pipeline from Texas to New York has reached an impasse at the Potomac River.

Someone forgot to get clearance from the State of Maryland so the pipeline could be laid across the bottom of the Potomac.

The state owns the bottoms of all navigable waters within Maryland boundaries.

Apparently those responsible for clearances and rights-of-way didn't go beyond the Department of Geology of the Maryland Bureau of Mines and the United States Corps of Army Engineers for the Potomac River.

When the pipeline construction approached the Potomac, some questions were asked about going through land on the Maryland side of the river. It was then that it was learned that the proper clearance for the Potomac had not been obtained.

Could Replace 94 T-2s

It's been estimated that once the pipeline is in full operation, it could replace the equivalent of 94 T-2 type tankers and eliminate thousands of jobs. Nine oil companies including Cities Service have banded together to form the controversial Colonial Pipeline Company.

The clearance issue now is going before the Board of Public Works—composed of the state's top officials—who say they want all the information on all aspects of the Colonial Pipeline before they approve any right-of-way. Some of the officials were astounded to hear how many coastwise tankers would be replaced by the pipeline. So the project now rests until the Board of Public Works acts.

SIU Pensioners Get Checks



A pair of recent SIU pensioners are shown picking up their first monthly checks at Wilmington (top) and New York. In the West Coast port, Harry J. Cronin (top, left) 60, receives his \$150 start on retirement from G. McCartney. Joe DiGeorge made the presentation to oldtimer Hugh Dick, 76, after the membership meeting in headquarters.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margolius

Crisis In Health, Care, Aged Plans

(First of a two-part report on current health insurance problems and the new Over-65 plans).

A crisis in health insurance has developed as the result of rising medical costs and the inability so far of unions and management to control these costs.

Not only do retired people find it difficult to buy adequate health insurance at prices they can afford, but even the group insurance of active workers has been diluted by rising costs, labor insurance experts report. In fact, the present system of indemnity insurance provided by many labor contracts itself has contributed to the leaping costs.

Indemnity insurance usually provides specific allowances, such as \$15 a day towards hospital care, or \$150 for an appendectomy or \$3 for office visits. But as doctors and health services have raised their fees far beyond the allowances paid by the health plans, even insured families are being compelled to pay an increasingly large share of their medical bills out of pocket. Your "fringe dollar" has been buying less and less medical care.

Higher benefits have been negotiated in many health-insurance plans during the past four years in an attempt to catch up with actual costs. But even the new payment levels have not been able to overhaul the climbing costs of hospital and medical care. The whole pattern of set allowances is coming apart at the seams, says Jerome Pollack, director of the New York Labor-Management Council of Health & Welfare Plans.

Medical costs have climbed faster than other living expenses. Even since the 1957-1959 period, medical costs have risen 16 percent compared to an overall rise in the retail price index of 6 percent.

In fact, there is reason to believe the index may not fully reflect the actual jump in medical costs. For example, Irving Block, associate director of the New York Labor-Management Council, points out that the index doesn't give sufficient weight to the dramatic rise in hospital "ancillary services" like lab fees, drugs and dressings. These have risen even more than room charges, Block advises. Ancillary charges now usually total as much as the room charges and for a short, critical stay can be even higher.

On the West Coast especially, where indemnity plans have boomed and in turn have pushed up medical fees, an actual runaway inflation of costs have occurred.

For example, hospitals charge \$30 and sometimes more for semi-private care in Los Angeles, San Francisco and Seattle, compared to \$19-\$25 in such cities as St. Louis, Cincinnati, Philadelphia, Washington, Pittsburgh, Chicago and most others. An office visit will set you back \$6-\$7 in the California cities but only \$4-\$5 in New York and a number of other big towns. You can have a baby for little more than \$100 in Cincinnati, but will pay over \$200 in San Francisco, presumably for the same size. A tonsillectomy will cost a Detroit or Philadelphia family only \$70-75, but a Californian, \$100. A Los Angeles resident must pay \$10 on the average to have a tooth filled. The same ache costs \$5-\$7 to correct in most other cities.

Even an ordinary cough medicine like terpin hydrate costs \$1.80 or more for a measly four ounces in San Francisco, Los Angeles and Seattle compared to \$1 or a shade more in many other large cities.

Nor are high medical costs confined to the West Coast. Despite the South's low wages, some of the charges in cities like Atlanta are higher than in many Northern and Midwest cities. Go to any of a number of other cities, Boston for example, and you will find noticeably high hospital and doctor fees not far below the West Coast fees.

The new crisis in medical costs actually is a crisis of affluence, Pollack believes. In the 1930's we had a crisis in medical care too. That was at a time when there was no health insurance. Today we are spending a solid \$24 billion a year for medical care but have not learned how to manage it to get the most and best care.

Now that the present indemnity insurance too is proving unsatisfactory, labor groups and managements are having to seek a new tack. Management has become concerned too. When collective bargaining is over, the employer has to worry about how much care the fringe dollar he has agreed to, will really buy.

The new tack taken by a group of 15 welfare plans in the New York area, and being explored by those in several cities, including the SIU Welfare Plan, is to band together to seek ways to control local medical costs.

In cities like Rochester and Schenectady, NY, where there is one big employer, the employer sometimes is able to bring pressure on the doctors and hospitals to restrain costs. But in towns where there are many relatively small welfare plans, the only way to exert influence on costs is through a council such as the new New York group.

One of the main costs that needs exploring is hospital charges, Pollack advises. The "crisis of affluence" has led both to over-utilization and to duplication of facilities, since at present there are few controls on where hospitals should be built.

Present forms of health insurance themselves encourage over-utilization by failing to provide for diagnostic services outside the hospital, Pollack points out. Sometimes a doctor hospitalizes a patient so he won't have to pay out of pocket for tests that are covered in a hospital but not in a doctor's office, not because the doctor is dishonest but because he's humane.

Pollack lists four frequent loopholes in insurance. These are useful to watch for, whether you buy insurance in a group or individually:

- Insurance is almost always confined to hospitalized illness. Sensible insurance would also cover diagnostic tests outside the hospital.
- Items of severe need like rehabilitation are not insured.
- Surgical payments are limited to indemnity fees much below actual charges.
- Drugs are not covered.

The "crisis of affluence," by pushing up medical costs also has heightened the medical poverty of most under-insured groups, such as lower-income non-union families, and older folks.

(NEXT: Can the new "Over-65" insurance plan help you or your elderly relatives?)

Japan Trims Deck Gang Jobs

TOKYO—The Japanese love affair with automated ships shows no signs of relenting. Japan's third automated vessel will be completed and ready to go into service by the end of this year.

Undertaking the latest project, which is designed to permit a drastic reduction in the size of deck personnel, is the Kawasaki Dockyard Company, which has already laid the keel of the 475-foot, 9,050-gross-ton vessel. Its design will permit operation with a crew of only 29 men.

The construction of the new vessel is further evidence of the importance the Japanese government places on the maintenance of a strong national-flag fleet. The government offers such incentives to shipbuilders and owners as operating subsidies and partial tax

exemptions on earnings in international trade.

Among the features of the new ship will be a closed-circuit television installation, which will enable ship officers stationed on the bridge to supervise the raising and lowering of anchors and to oversee the handling of lines when the ship is docking. The vessel will also carry extensive automatic data recording devices that will eliminate the need for making manual log entries and other entries and other tasks involved in running the ship.

The cost of the ship will be approximately \$2.9 million, about

\$14 to \$16 per ton more than conventional vessels. Upon its completion at the end of the year, the vessel will be assigned to the Japan-Australia run of the KKK Line.

The new vessel will join two other automated vessels that have been constructed by the Japanese. Last year, Mitsui Shipbuilding launched the 8,205-gross-ton diesel motorship Kasugasan Maru, whose automated engine room enables the ship to operate with a crew of only 35 men. A ship of her size would ordinarily be operated by a 55-man crew.

In addition, another automated vessel, the Taikosan Maru of Mitsui Steamship, started hauling crude petroleum to Japan earlier this year. The vessel features the latest in Japanese shipboard automation.

Some countries, such as Norway, are trying an approach other than automation in attempts to cut the size of crews on vessels. The Norwegian Shipping Federation is studying the possibilities for making the functions of unlicensed deck and engine personnel interchangeable.

The theory is that a reduction in manning can be accomplished by using unlicensed seamen in a variety of deck and engine jobs and maneuvering them so that they might handle a mooring line on deck and turn to later in the engine room on "routine" work.

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

I would like to receive the SEAFARERS LOG—
please put my name on your mailing list.

(Print Information)

NAME

STREET ADDRESS

CITY

ZONE

STATE

TO AVOID DUPLICATION: If you are an old subscriber and have a change
of address, please give your former address below:

ADDRESS

CITY

ZONE

STATE

COPE REPORT



AFL-CIO COMMITTEE ON POLITICAL EDUCATION

NAM POLITICAL UNIT OFF THE PAD. They've been talking about it for a year. Now, finally, the Business-Industry Political Action Committee, fathered by the National Association of Manufacturers, is off the launching pad. Money will be raised from individual "memberships" costing \$10 to \$99 a year. The cash will be earmarked for conservative candidates for Congress in marginal election areas.

The NAM has twisted itself into a pretzel denying BIPAC is its official political arm. It claims only that it "approved the idea" and will give it "support and encouragement." Such "support and encouragement" will take the form of initial financial aid as a "loan." Chances are the loan will never be called. The US Chamber of Commerce was quick to deny any official connection with BIPAC. At the same time, the NAM declared BIPAC would have no official ties with its equivalent at the American Medical Association (American Medical Political Committee—AMPAC).

However, NAM confessed to a "natural community of interests" with the AMA operation, a singular understatement. The fact is that a very strong "community of interest" exists among the NAM, Chamber and AMA in their political viewpoints and goals. They belong together every bit as much as the Andrews Sisters or the Marx Brothers. And it is likely that what starts out to be a "community of interest" in theory will wind up soon as a community of interest in fact.

Just about a year ago, COPE predicted the emergence of a powerful new political alliance between big business and big medicine. That alliance is now in its early stages. It won't be long before it's full grown and flexing a lot of muscle.

✚ ✚ ✚
CHAMBER HONES BUDGET AX. The US Chamber of Commerce stands firm as a stump in a petrified forest against "waste in government." What it considers waste is revealed in its latest request for budget cuts, contained in a letter to a Senate appropriations subcommittee.

The Chamber want \$1.8 billion cut from President Kennedy's budget for the Labor Department, the Department of Health, Education and Welfare, and related agencies. In addition, it demands \$1.2 billion be lopped from the omnibus education proposal.

Further, it would dump the \$200 million sought for the youth employment opportunities program and proposals for construction of waste and sewage treatment facilities; \$138 million from the Public Health Service budget; nearly \$100 million for manpower retraining.

✚ ✚ ✚
SUPREME COURT PLANS. The US Supreme Court probably will clear away more of the underbrush that chokes equitable state legislative apportionment and smother the effectiveness of the city dweller's vote. The Court has promised to hear arguments next year on cases involving apportionment in Virginia, Alabama, Maryland and New York. It will also hear cases concerning division of congressional districts in New York and Georgia.

Possibly emerging from the decision on state legislative apportionment will be guidelines to what comprises fair representation under the constitution. In its decision 15 month ago, upholding the right of the courts to hear cases challenging legislative apportionment, the high court failed to establish a formula. If a fair formula is devised by the court, it may herald the end of horse-and-buggy state government dominated by conservatives representing a minority of the population.

LABOR ROUND-UP

The AFL-CIO Union Label & Service Trades Department has undertaken a campaign to help increase demand for "Festal" brand canned vegetables prepared by the Owatonna (Minn.) Packing Co. and carrying the union label of Packinghouse Workers Local 442. "Festal" products are top quality and are now available in stores in North and South Dakota, Nebraska, Iowa, Wisconsin, Minnesota, Kansas, Montana, Illinois and Missouri. The area of distribution is expected to expand.

✚ ✚ ✚
A five-year battle by members of Building Service Employees' Local 524 has won a backpay award of \$500,000 for 105 employees of the city public works department in Woburn, Mass. The city's fight against paying the workers a 25-cent hourly pay increase, voted by the city council in 1958, collapsed when judges of the Supreme Judicial Court of Massachusetts ruled that four successive mayor's vetoes of council-approved pay raises were unlawful. Raises averaging above \$20 a week were put into effect the following week. The city may have to float a special bond issue to finance the raises, and to pay pro rata shares

to workers who quit and to the estates of those who have died in the meantime.

✚ ✚ ✚
Mount Sinai Hospital in New York, which fought union recognition during a bitter 46-day strike in 1959, has signed a union shop contract for 1,750 employees with Retail, Wholesale and Department Store Employees Local 1199. Specified wage increases are provided for in the first three years of a five-year pact, and wage reopens thereafter are subject to arbitration. Previously, Local 1199 signed a first contract with St. John's Episcopal Hospital in Brooklyn.

✚ ✚ ✚
The US Court of Appeals in Washington has been asked by the National Labor Relations Board to order the Kohler Company to reinstate 44 workers whom the firm has refused to rehire since the end of a six-year strike by the United Auto Workers. The board filed a civil contempt proceeding accusing the Sheboygan, Wis., plumbing ware manufacturer of failing to comply with a 1962 court decree. The order called for reinstatement of workers who had been on strike between 1954 and 1960.

No 'Ghost'



The threat of disaster rides with every ship that puts out to sea. It is a clear and ever-present danger to all seafaring men.

We were grimly reminded of this fact during the past week when news came across the wire that the Norwegian tanker Honnor and the SIU-manned containership San Juan had collided on Sunday some 200 miles off the Virginia coast. The San Juan was enroute from New York to Puerto Rico with 300 loaded containers, and the Honnor was inbound from Venezuela with a full cargo of oil.

The later announcement that there was no loss of life aboard either ship brought great relief to all concerned. But it did not diminish the awareness that always on the sea lurk danger and possible tragedy, against which those who follow the sea must constantly be alert.

The Railroad Dispute

Out of the millions of words which have been written about the current work rules dispute between railway labor and management, the most significant, we think, are those contained in the huge advertisements which railroad management has been running in the nation's major newspapers in recent days.

In big, black, bold letters, railroad management asks:

ISN'T ARBITRATION BETTER THAN A NATION-WIDE RAIL STRIKE?

The railroads go on to assert, in their advertisements, that "The only remaining solution (to the work rules dispute) appears to be action by Congress requiring both parties to submit to arbitration" and that "Congress can serve the public interest best by promptly enacting legislation requiring a settlement of the issues in this dispute."

This is of extreme significance to Seafarers, not only because the hundreds of SIU members who work for the railroads are directly concerned by the dispute, but also because the railroads' recommendation of

Government-imposed arbitration of an industrial conflict—compulsory arbitration—poses a threat to the collective bargaining rights of all Seafarers and other workers in the transportation field.

As Seafarers well know, the proponents of compulsory arbitration have chosen the maritime industry as the testing ground for their proposals, and legislation calling for the compulsory arbitration of labor-management disputes in maritime has already been introduced in Congress—notably the bill introduced in the House by Representative Bonner, chairman of the House Merchant Marine Committee.

Spokesmen for the SIU and AFL-CIO Maritime Trades Department have not only denounced this bill, and opposed it in testimony before the Bonner committee, but have consistently pointed out the dangers to all trade unionists inherent in this type of legislation.

Now that such flagrant attempts are being made to extend the compulsory arbitration concept beyond the bounds of maritime, it is apparent that these SIU and MTD warnings were well founded.

It is now becoming increasingly evident that management—in this case railway management specifically—has no intention or desire to shoulder its real responsibilities in order to make free collective bargaining work, but instead wishes to pass the whole matter over to Government, obviously in the belief that Government action will be to their best interests.

It is obvious that these management interests, having seen the compulsory arbitration ball begin to roll in maritime, are now intent upon making it snowball, and extending the compulsory arbitration principle to the entire transportation field, if not to other vital segments of American industry.

Management's action in this respect represents a grave assault on the right to bargain freely, which American trade unionists gained only after many years of struggle, and all trade unionists must be prepared to meet the threat.

SIU ARRIVALS and DEPARTURES

The deaths of the following Seafarers have been reported to the Seafarers Welfare plan and a total of \$11,000 in benefits was paid (any apparent delay in payment of claim is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates):

William H. Pierce, 67: Brother Pierce died of natural causes at the Veterans Administration Hospital in Hampton, Va., on June 8, 1963. An SIU member since 1941, he had shipped in the steward department. Surviving is his wife, Daisy Pierce, of Norfolk, Va. Burial was at Poplar Run Cemetery, Driver, Va. Total benefits: \$4,000.



Juan Mayor, 62: Brother Mayor died of heart failure at the US Naval Hospital, Philadelphia, Pa., on May 29, 1963. A member of the SIU since 1955, he had sailed in the steward department. A friend, C. Waters, of Philadelphia, was named administratrix of his estate. Burial was at the US National Cemetery, Beverly, NJ. Total benefits: \$500.



Robert Lee Littleton, 53: a Liver ailment was Brother Littleton's cause of death on March 27, 1963 in Portland, Ore. Sailing in the engine department, he had joined the SIU in 1939. His brother, Cleroy V. Littleton, of Mobile, Ala., survives. Burial was in Mobile. Total benefits: \$500.



Alva O. Moreland; 41: Brother Moreland died of accidental causes in Groves, Texas, on May 25, 1963. He sailed in the steward department and had joined the SIU in 1957. His sister, Lela Mae Moreland, of Groves, Texas, survives. Burial was at Oak Bluff Memorial Park Cemetery, Port Neches, Texas. Total benefits: \$4,000.



Isham B. Beard; 53: Brother Beard died of bronchitis on April 18, 1963 at the Galveston, Texas, USPHS Hospital. He had been a member of the SIU since 1950 and had shipped in the steward department. Surviving is his wife, Louise M. Beard, of Medford, Mass. Burial was at Oak Grove Cemetery, Bedford, Mass. Total benefits: \$500.



Kuhina Davis, 51: Brother Davis died of cancer in Houston, Texas, on May 10, 1963. He joined the SIU in 1958 and sailed in the engine department. Surviving is his cousin, Jean Eva Fontana, of Houston. Burial was at Forest Park Cemetery in Houston. Total benefits: \$500.



Benjamin Trottie; 74: Brother Trottie died of a heart ailment on April 12, 1963 in New York City. He joined the SIU in 1944 and shipped in the steward department until he went on pension in 1954. He is survived by his sister, Mrs. Mary Henderson, of Fayetteville, NC. Burial was at Northside Cemetery, Fayetteville. Total benefits: \$1,000.



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 \$2,400 in maternity benefits and a maturity value of \$300 in bonds:

Jack Lee Cooley, born May 22, 1963, to Seafarer and Mrs. Benjamin Cooley, Citronelle, Ala.

Kelly Marie Turk, born June 10, 1963, to Seafarer and Mrs. Baker R. Turk, Uriah, Ala.

Myrna Tigmo, born June 2, 1963, to Seafarer and Mrs. Manuel Tigmo, Brooklyn, NY.

Steve Viscarra, born June 14, 1963, to Seafarer and Mrs. Jose Viscarra, Baltimore, Md.

Vincent Flores, born March 28, 1963, to Seafarer and Mrs. Pedro T. Flores, Baltimore, Md.

Wayne Sovich, born June 24, 1963, to Seafarer and Mrs. Michael Sovich, Bayville, NJ.

Michael Anthony Prota, born June 16, 1963, to Seafarer and Mrs. George Prota, Philadelphia, Pa.

Christina Lujan, born May 21, 1963, to Seafarer and Mrs. Joe E. Lujan, San Francisco, Calif.

Richard Fontenot, born June 11, 1963, to Seafarer and Mrs. Wiltz Fontenot, Port Arthur, Texas.

Bruce Kevin Altstatt, born May 28, 1963, to Seafarer and Mrs. John W. Altstatt, Victoria, Texas.

Michael Tony Beale, born May 28, 1963, to Seafarer and Mrs. Lawton J. Beale, Tampa, Fla.

Lisa Faye Allman, born June 11, 1963, to Seafarer and Mrs. John W. Allman, Jr., South Hill, Va.

Backs Losmar On Suggestions

To the Editor:
I'd like to comment on the welfare suggestions carried in the letter from the SS Losmar in the LOG on June 28.

I think a man with 12 to 15 years of seetime should be allowed to retire on a pension regardless of his age, so that new people can move into the industry. I certainly agree with

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.

the Losmar crew on that. I also feel that a two-year grace period on welfare eligibility should be given to SIU men whose books are in good standing if they want to work ashore for a while. It's impossible to keep a job ashore and get the necessary time in on a ship under the present rule.

For the members on the SS Transbay, my many thanks for their help after I was injured aboard the ship while in Pakistan. Without their help I would have been left without a doctor or hospitalization.

John K. Christopher

Pension Checks Really Welcome

To the Editor:
I received two months' pension checks at the same time and boy was I proud and glad to see them. I belong to one of the finest unions anyone could ever hope to belong to.

I certainly wish all seamen who are active SIU members the best of luck, as I know I would really love to be sailing again and ship with all my friends in the SIU. I also hope you'll keep sending me the LOG.

As you can imagine, I don't get around much anymore and stick pretty close to this beautiful coast town that I live in. Thanks again to everyone in the SIU for seeing to it that these retirement checks keep coming.

Donald D. Dambrino

Praises Union Welfare Assist

To the Editor:
When the Seafarers Welfare Plan came through with a check covering 70 percent of the surgical and hospital bills that would have placed us in debt for a very long time, we were better able to appreciate the value of this protection.

I guess it takes something like we went through to make people understand how important these benefits are.

Frank Reid & Family

Welfare Plan Helps Daughter

To the Editor:
I would like to let you know how much my daughter and I appreciate what the Seafarers Welfare Plan has done for her. She has been very sick and if it had not been for the welfare benefits, she would have been in the hospital so much longer.

With my husband gone much of the time, it would have been very hard for me to handle this burden. The welfare plan has done so much for me. I want to thank you all.

Thank God, our daughter is home now and doing fine.

Mrs. Vivian Palmer

SEAFARERS in DRYDOCK

Seafarers are urged at all times when in port to visit their brother members and shipmates in the hospitals. The following is the latest available list of SIU men in the hospitals around the country:

- USPHS HOSPITAL NEW ORLEANS, LOUISIANA**
 - Samuel Bailey
 - E. Constantino
 - Paul Cook
 - Robert Cumberland
 - Ramose Elliott
 - Anton Evenson
 - James Gouldman
 - James Hand
 - Herbert Hart
 - Howard Herring
 - Albert Hammac
 - Daniel Hutto
 - Herbert Jackson
 - Thomas Jenkins
 - Walter Johnson
 - Steve Kolina
 - Theodore Lee
 - Kenneth MacKenzie
 - Anthony Maxwell
 - Hurlies Minkler
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
 - Harry Baum
 - Colon Boutwell
 - George Champlin
 - Luis Cruz
 - D. R. Hampton
 - F. A. Lagmas
- USPHS HOSPITAL BALTIMORE, MARYLAND**
 - John P. Doyle
 - Robert Duff
 - James Farren
 - Michael Gaudio
 - Wayne Hartman
- USPHS HOSPITAL GALVESTON, TEXAS**
 - James Barnes
 - Kermit Bymaster
 - Leslie Dean
 - Joseph Dudley
 - Adelin Frugs
 - William Fletcher
 - Kimon Fafoutakis
 - Tomas Gutierrez
 - James Gates
 - Charley Harvey
 - Andrew Lynch
 - Tinerman Lee
 - William Lawless
 - Felipe Narvaez
 - John Rawza
 - Ernest Russell
 - L. Reinchuck
 - M. E. Schifani
 - James Sullivan
 - Walter Sprinkle
 - Charles Schechans
- USPHS HOSPITAL SAVANNAH, GEORGIA**
 - R. Christensen
 - Ignazio D'Amico
 - Emile Gerich
 - C. Gray
 - Joseph Miller
- USPHS HOSPITAL BRIGHTON, MASS.**
 - Joseph Aslin
 - Charles Robinson
 - Eugene Stewart
 - Auston Athkinson
 - Auslin Henning

- USPHS HOSPITAL NORFOLK, VIRGINIA**
 - Oliver Ange
 - Earl Congleton
 - Jessie Jones
 - William Mason
 - Ralph McDaries
 - Henry Riley
 - Wiley Stricklin
 - George Williams
 - Julian Wilson
- USPHS HOSPITAL STATEN ISLAND, NEW YORK**
 - Pedro Arellano
 - Joseph Bailey
 - Cristobal Belarosa
 - Anthony Brania
 - Ralph Caramante
 - Well Denny
 - Dominick DiSol
 - Warren Federer
 - Joseph Fried
 - Frank Fromm
 - Edward Garrity
 - David Gemeiver

- USPHS HOSPITAL FORT WORTH, TEXAS**
 - Gerald Algernon
 - Robert Banister
 - Benjamin Deibler
 - Claude Doyal
 - Adrian Durocher
 - Abe Gordon
 - James Grantham
 - Joseph Gross
 - Burl Halre
 - Leneard Higgins
 - Erwin Jennings
 - Thomas Leahy
 - George McKnew
 - Arthur Madsen
 - Max Olson
 - Charles Slater
 - Willie Young
- USPHS HOSPITAL MEMPHIS, TENNESSEE**
 - James Megee
 - Billy Russell
 - Bernard Walsh
- SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK**
 - Alberto Gutierrez
 - Thomas Isaksen
 - William Kenny
- MOUNT WILSON STATE HOSPITAL MOUNT WILSON, MARYLAND**
 - Charles Ackerman
- VA HOSPITAL WEST ROXBURY, MASS.**
 - Raymond Arsenault
- JACKSON HOSPITAL MONTGOMERY, ALABAMA**
 - Darwin Carroll
- USPHS HOSPITAL LEXINGTON, KENTUCKY**
 - William Gulley
- VA HOSPITAL JACKSON, MISS.**
 - Harry Luzader
- PINE CREST HAVEN NURSING HOME COVINGTON, LOUISIANA**
 - Frank Martin
- VA HOSPITAL NORTHAMPTON, MASS.**
 - Maurice Roberts
- US SOLDIERS HOME HOSPITAL WASHINGTON, DC**
 - William Thomson

NEW EVERY THREE MONTHS

If any SIU ship has no library or needs a new supply of books, contact any SIU hall.

YOUR SIU SHIP'S LIBRARY

'Sea Life'

By Jim Motes



'I dunno. He always stands like that. Claims he's a direct descendant of the Vikings...'

Democracy's Salesmen Are Often Seafarers

By Seafarer William E. Calefato, Book C-936

(An old hand at story-telling, Seafarer William E. Calefato offers a look into the activities of some of his shipmates during their travels in India. He ships in the engine department out of the West Coast.)

Seafarers who roam around the world are affected by the plight of children in countries where poverty is rampant and, in their own way, they act as ambassadors of democracy. This is very true in India, since very few visitors other than seamen see the real thing. A cross-section of humanity at its best and worst gathers at the waterfront.

During a visit to Vizagapatam some time ago, some of the crew "adopted" a few of the children, and dressed and fed them. Everything went well for all the benefactors except for one named George.

George was trapped while he was mailing a letter at the post office, an outdoor type where customers stand in the street and conduct business through windows. This exposed him to public view and soon a crowd of children, women with babies, old men and cripples, gathered around. Everywhere George saw an outstretched hand. It was not that there were too many hands for him. It was just that to please one he must please all, so the only thing to do was to be stubborn and refuse all. But not George.

He disposed of all his available coins, but the crowd still followed the rickshaw for several blocks. George wished he had chosen a faster driver, who was one of the townsfolk and had to cooperate by letting the people keep up with his vehicle—and George. When the traffic got too heavy, the crowd dispersed and George started on a shopping tour. That was when a little girl hitched a ride in his rickshaw. Usually, as is expected by the kids, the ride ends at a store where they are outfitted in whatever clothes they like.

More than a half dozen Seafarers besides George "adopted" small children on that trip. Pete, the crew messman, even brought his little girl to the dock, which took on a festive mood when the youngster performed an impromptu dance for her hosts. Small alms in the way of candy, chewing gum, bread, other sweets and coins were passed on to the waiting children and mothers. The neighborhood dogs also made regular visits to the ship to get their meals. Their fights over scraps were stopped when Pete and a shipmate carried the food to them and distributed it, instead of tossing morsels over the rail.

This made quite an impression. The Americans were kind to their kids, and were even teaching democracy to the dogs.

Still, George was the man the townsfolk really figured as a soft touch. He was the American "Rajah," and they called for him to come ashore again and again. Each time, he was relieved of whatever coins and small cash he had.

On one occasion, he was buying a dress for his "adopted" daughter, when the crowd spotted a handful of rupees he was holding and started to wail and chant. This was a fortune to all of them, and he was spending it on one youngster.

George took a ten-rupee note and passed it to his driver, who said he'd get change and divide it up among the kids. But the crowd wouldn't have it, and it looked for a while like a riot was coming up. The crowd didn't trust the rickshaw driver. In a queenly manner, "Jeanie," 7, picked up the note from the driver, returned it to George, and said:

"Give to this boy. He give to all."

Hidden in the crowd was a child about five years old. The crowd's eyes were on George; this was the big decision. Then there was the same assuring smile from "Jeanie" that had vamped him the first time, and that saved the day. George gave the boy the money, the crowd cheered and went away.

George had had it. Not another coin to anyone—ever. Not even to the old legless man who was beside the road, whose voice George heard calling him from a block away after he had passed by.

It was too much. George stopped his rickshaw and walked back to the old man with a rupee note. He was rewarded with a sound from the man's throat that was both a thanks and a prayer—sounds that are hard to forget. The crowd had gathered and was also pleased. They were surprised to see that a "Rajah" had walked back to help a crippled man, one of their own who couldn't make his way like all the other alms-seekers.

From the Ships at Sea

The SIU crew of the *Seatrains New Jersey* (Seatrains) writes that the "US Merchant Marine checker champion" will be at Mobile during the Labor Day holiday to take on all comers. The "champ" holds out an invite to all Seafarers who may in port then to drop in and attend the "Gulf Coast championship" contest, slated to be held at 510 Broad, South, in Mobile.

Apparently the crew is touting shipmate Fred Kretzler, a deck department veteran who's been playing checkers in matches all over the world for better than 20 years. Kretzler bills himself as the "US merchant marine checker champion" and as an ex-Navy champ

a lot more cheerful for all hands, he added.

When the John B. Waterman (Waterman) began a recent trip, its SIU steward department started out feeding the crew as if the vessel was a "hotel," according to ship's delegate Van Parker. Most of the gang thought the pace of the cooking activity would slow down after a while, but all hands were pleasantly surprised when the grade and preparation of the chow kept running at top level. As the trip continued, Parker notes, "the better the food got." All SIU men on the John E. joined in a round of cheers for the fine work of their fellow Seafarers in the galley.

mains the same and all things must change in time. Aboard the *Seatrains Savannah* (Seatrains), this idea was again proven both effective and true when a new ship's delegate was elected. A hearty round of applause and cheers showed outgoing delegate J. Bartlett how much his fellow Seafarers appreciated the job he did during his span at the post. New delegate



Kretzler



Casanova

to boot. He includes a suitcase among his gear boosting his "title" wherever he goes.

A hearty vote of thanks from the steward department of the *SS Producer* (Marine Carriers) was given to the deck department and the chief mate for arranging and carrying out the paintings of the galley and messroom. The "wonderful cooperation" of deck department and mate, said Seafarer Ray Casanova, made short work of this chore. Both compartments are

Some serious thinking about future contract provisions has been started by Seafarers aboard the *Robin Hood* (Robin). G. Stanley, making the motion, called for the SIU negotiating committee to think about an overtime provision specifying that anyone in the deck or engine department called to work overtime after 5 PM or before 8 AM be paid a minimum of two hours OT. The suggestion received the unanimous backing of the SIU crew.

"The old order changeth, yielding place to the new," is an expression typifying that nothing re-



Yow



Barnes

elected with the best wishes of all SIU men aboard is Chester Yow.

The crew of the *Alice Brown* (Bloomfield) comments on the regular USPHS inspections thusly. Though it appreciates the value of regular check-ups and is fully aware of the necessity for having them, it asks that inspections be held at periodic intervals instead of being called at every port and, sometimes, on Saturdays and Sundays. The inspections do cause a bit of trouble and inconvenience for all hands, they say, and keep the steward department from doing its normal chores.

Here's a helpful hint on how to avoid the rush to use the washing machine, from aboard the *Steel Worker* (Isthmian). Meeting chairman Byron Barnes says that the bulletin board in the laundry room will be used henceforth as a call board to notify all hands who want to wash their garments when their turn at the machine is coming up. Any Seafarer desiring to wash clothes can put his name on the list and then watch the board to check on his turn. That's fair play all around and makes for clean clothes and contented washdays.

PENN TRADER (Penn), June 1—Chairman, D. E. Edwards; Secretary, J. W. Butler. It was agreed that crew would not sign on next trip unless refrigerator has been repaired or replaced. Stephen Emerson was elected to serve as ship's delegate. Suggestion made that each member donate \$1.00 to reimburse ship's delegate for personal funds spent on behalf of crew. Any surplus to go to ship's fund. Suggestion made that the Union notify all shipping companies about change in rate for cleaning holds.

INGER (Reynolds Metals), May 29—Chairman, George Mike; Secretary, J. R. Prestwood. Officers aboard ship show complete disregard for unlicensed men. Matter will be turned over to boarding patrolman. \$29 in ship's fund. Motion to contact head-

submitted in letter. Ship's delegate thanked the crew for its cooperation in keeping longshoremen and salesmen out of recreation room, and in helping to keep the crew mess clean. Vote of thanks to the steward department for first-rate job. \$6.19 in ship's fund.

SEATRIN LOUISIANA (Seatrains Lines), June 16—Chairman, Peter A. Serano; Secretary, Edward Polise. \$13.42 in ship's fund. Motion that committee check into the feasibility of SIU pension plan for those who have sufficient seetime. Discussion on having the air-conditioner in crew messhall fixed upon arrival in Edgewater. Ice-making machine also needs repairs.

BEAUREGARD (Sea-Land), June 16—Chairman, Rocca Materangelo; Secretary, Don Hicks. Disputed OT in deck department to be settled at payoff. Motion that company provide transportation from and to docks to Newark airport.

OVERSEAS ROSE (Overseas Carriers), June 8—Chairman, V. Hall; Secretary, John Ratliff. Few hours disputed OT in deck department. Motion made to have patrolman see about ice cube machine. Motion made to obtain clarification on steward department manning scale. Chief mate threatened one man in deck department. This will be referred to patrolman. Ship needs to be fumigated.

DEL MAR (Delta), May 5—Chairman, Lloyd S. Johnson; Secretary, Edward E. Zubatsky. Motion made to notify headquarters regarding a new retirement program. Twenty-five years as a member in the Union or 15 years of seetime should be enough. June 11—Chairman, James L. Tucker; Secretary, Edward E. Zubatsky. No beefs reported. Captain is glad he has a good crew on ship. Three brothers had to leave ship due to illness and injuries. Men asked to be quiet when other men are sleeping.

BULK LEADER (American Bulk Carriers), May 26—Chairman, T. Frazier; Secretary, W. Young. \$16 in ship's fund. No beefs reported by department delegates. Company is not living up to contract by failing to put enough money aboard for draws in foreign ports. Patrolman should be sure that there is enough money aboard before leaving.

PENN CARRIER (Penn), June 2—Chairman, Stephen Bergeria; Secretary, Guy Walter. Some disputed OT in deck and engine departments to be taken up with patrolman. Stephen Bergeria was elected to serve as ship's delegate. Motion to have patrolman check hospital for proper drugs. Fans have not been installed in crew quarters as per agreement. Held discussion on matters pertaining to good and welfare. Vote of thanks given to steward department.

DIGEST of SIU SHIP MEETINGS

quarters for written agreement between company and Union. Motion to see agent about getting pantryman aboard. Vote of thanks to steward and whole department for good food and service.

GATEWAY CITY (Sea-Land), May 24—Chairman, William Velazquez; Secretary, Robert Principe. Ship's delegate reported everything running smoothly with no beefs. Motion to have negotiating committee reopen negotiations for wage increases and to have committee negotiate for same type agreement in this fleet as for *Seatrains Lines*.

BIENVILLE (Sea-Land), June 9—Chairman, C. W. Hall; Secretary, Carlos Diaz. No beefs reported. Everything going fine. New chief steward doing a fine job. Vote of thanks to entire steward department for good service and well-prepared food. \$12 in ship's fund.

ALCOA POLARIS (Alcoa), June 11—Chairman, John H. Emmerick; Secretary, R. Kyle. Ship's delegate reported no beefs. Motion made to have all SIU ships traveling in tropical waters air-conditioned. Vote of thanks to steward department. Discussion on safety and on safety meetings between company and crew.

MANKATO VICTORY (Victory Carriers), May 19—Chairman, Gene Flowers; Secretary, R. Hernandez. Discussion about a new retirement plan. General ideas and suggestions will be

SEAFARERS

Sea Chest

NOW IN BOTH

NEW YORK-BALTIMORE

675-4th AVE. 1216 E. BALT.
BROOKLYN BALTIMORE

Bangkok Gets Bang From Vendor Gift

There's just no end to the ways seamen can lend a helping hand to others during their travels around the world. Seafarers on Isthmian's Steel Vendor found that out when, in a much-appreciated gesture, they turned over some extra reading material to two agencies in Bangkok, Thailand, for the benefit of shut-ins and merchant seamen from other lands.

Although gifts of money, food and clothing are always welcome, books also serve as a useful means of expressing friendship, the Vendor learned. The ship received two letters of praise and thanks calling attention to the crew's thoughtfulness while the vessel was in Bangkok last month.

It seems there were a few hefty bundles of books on board the

Vendor that had already been read by the literature-hungry crew, and were just lying about gathering dust. Instead of heaving these several hundred volumes overboard, all hands held a quick meeting and decided that there must be a lot of other people without the same easy access to good reading material that Seafarers had.

A quick canvass of Bangkok was taken and the SIU men decided to bring the books to two places, the Bangkok Nursing Home and the Mariners Club.

Choosing the Nursing Home was fairly easy. The ill and shut-ins at the Home hadn't much choice of something to do with their time and were, quite naturally, warmly appreciative of the Seafarers' gift.

The donation to the Mariners Club was another easy choice. What better way, the SIU men thought, of bringing the meaning of "Brotherhood of the Sea" home to the seamen of all nations frequenting the Bangkok club.

A. J. Hobson, manager of the Mariners Club, took pen in hand and wrote ship's delegate J. Goude a message of thanks "for the very kind gesture" and the lift the donation gave to "seamen of various nations which call into this port."

The Club committee, consisting of British, Danish, Japanese, Netherlands, Norwegian and Thai consular and shipping representatives, indicates that the Vendor's gift was a good-will gesture for an international audience.

Fun Ashore



Working ashore in the electrical field since 1961, retired Seafarer Franklyn J. Munz keeps in shape by getting a real work-out with his two sons during a fun-filled day at Disneyland Park.

LOG-A-RHYTHM:

A Traveling Man

By Anthony Parker

I've been around the world, you see,
From Zanzibar to the Zuyder Zee;
Up the coast, and down again,
Around the Horn, where the storms are born.

From rivers to oceans and sea to sea
Where each port 'o call welcomes me;
The friends I meet are old and new
The kind who always have a smile for you.

But when the voyage nears the end
And I say adieu to all my friends,
When at last my ship is homeward bound,
Then the port that I long to see
(And after all these years)

The best one to me—
There's none better that I have found
Because, you see, it's my old home town!

Good Feeders



Settled down in his room on the Monticello Victory (Victory Carriers), SIU steward Leo Strange (top photo) is the man who puts together the menus that keep the stomachs on that ship purring instead of growling. Above, aboard the Steel Designer (Isthmian), chief cook William Seltzer and Willie Walker, galley utility, get part of the noon-time meal ready for their charges.

GLOBE CARRIER (Maritime Overseas), May 30—Chairman, Pasaluku Secretary, Walter Cressman. No beefs reported by department delegates. Discussion on water cooler. Scuppers need cleaning. Mattresses needed for crew. Vote of thanks to steward department.

GLOBE PROGRESS (Maritime Overseas), May 24—Chairman, Charles Pafford; Secretary, Joseph Grobber. No beefs reported. Motion made to see patrolman about getting exterminator aboard for roaches, and to check about getting cots.

OVERSEAS ROSE (Maritime Overseas), June 9—Chairman, Vernon Hall; Secretary, John H. C. Ratliff. Ship's delegate reported a few hours dis-

DIGEST of SIU SHIP MEETINGS

puted OT in deck and engine departments. Trip ended with few beefs. Motion made to have ice cube or ice-making machine of some sort put aboard this ship as there is no way of making ice on the Indian run. Motion to have clarification on manning scale for steward department Article V. Chief mate's threats to one man in deck department will be referred to patrolman. Ship needs to be fumigated for roaches and bugs.

KEVA IDEAL (Keva Corporation), June 9—Chairman, Frank Hughes; Secretary, R. V. Geiling. Ship's delegate is resigning and Frank Hughes was elected to serve. Discussion on getting clarification on new contract and working rules. Crew would like to know if anything is being done about the noise of the air compressors used in unloading cargo. The matter of deck gang entering cargo tunnels and hoppers for various reasons was discussed. Crewmembers feel that when they are required to do this unloading operation in those areas should cease altogether for safety reason. The matter of leaking hot water heater in galley was brought to the attention of the chief engineer.

Margaret Brown (Bloomfield), June 2—Chairman, H. H. Johnson; Secretary, J. W. Barnett. One man injured and had to get off in Southampton. No beefs reported by department delegates. Discussion on taking collection for washing machine fund and to see about replacing washing machine. OT requested if recreation room is to be used for checkers in port. Crew should be paid for cleaning of same.

STEEL ROVER (Isthmian), June 9—Chairman, John Yaffes; Secretary, W. M. Hand. Letter written to head-

quarters concerning confinement to ship in Beirut. This will be taken up with patrolman at payoff. Motion made that an effort be made to secure a new washing machine before leaving New York, and to see that clear water for crew's use is obtained. Present machine tears clothing and water is rusty. New hot water tank needed before start of next trip. Vote of thanks to 3rd cook for preparing red beans, which were exceptionally good.

FORT HOSKINS (Cities Service), May 30—Chairman, T. Jones; Secretary, E. J. Wright. No beefs reported by department delegates. Frank Schandi was elected to serve as ship's delegate. See patrolman about porthole screens, painting messroom, better grade of fruit, awning over fantail and quarters, and air-conditioning of messroom.

SEATRAN GEORGIA (Seatrains), May 24—Chairman, Burt Hanback; Secretary, Roberto Mannibal. Three men missed ship in Texas City, \$23.15 in ship's fund. Ship's delegate resigned. New ship's delegate to be elected at beginning of new voyage. Motion to have delegate see Food Committee about six-day-old milk received in Edgewater.

PENN CHALLENGER (Penn), May 9—Chairman, J. E. Tanner; Secretary, T. E. Markham. New ship's delegate elected to serve, T. E. Markham. Vote of thanks to last ship's delegate, Dan Sheehan. Room situation discussed and letter will be sent to headquarters.

STEEL ADVOCATE (Isthmian), May 21—Chairman, V. Capitano; Secretary, L. A. Ramirez. Motion made that when a man comes from the hall for a certain job, he should not be transferred to another job. This refers to steward department. No patrolman aboard the ship in San Francisco. Request more frozen or fresh vegetables.

STEEL SURVEYOR (Isthmian), May 25—Chairman, James O. Brusio; Secretary, Melano S. Sospina. The matter of some men performing and not doing their duties will be taken up with patrolman. \$10.96 in ship's fund. All crewmembers requested to cooperate in keeping ship clean. Ship needs to be fumigated.

TRANSLOBE (Hudson Waterways), June 5—Chairman, W. Renny; Secretary, S. U. Johnson. Ship's delegate reported that everything is running smoothly, and that he will resign at the end of voyage. Henry Dombrowek was elected to serve as new ship's delegate. Motion that headquarters negotiating committee see about getting a new and improved pension benefit. Vote of thanks extended to Glenn Tenley, ship's delegate, who is leaving vessel.

OVERSEAS REBECCA (Maritime Overseas), May 19—Chairman, Ralph F. Fyrcs; Secretary, J. M. Griffin. \$18.00 in ship's fund. Motion made that the Union institute an absentees

ballot for members at sea on all matters pertinent to the membership. Suggestion for Union to be notified that in nine-month trip there were no personal beefs between Union brothers. See patrolman about extra day's pay for crewmembers who came aboard in Europe and Casablanca by crossing international date line. Discussion on keeping longshoremen out of passageways and messhalls. Roy C. Pappan elected to serve as ship's delegate.

TRANSINDIA (Hudson Waterways), April 5—Chairman, J. Talbot; Secretary, Roy Roberts. Crew requested to keep longshoremen out of crew quarters. Motion made that negotiating committee consider issuance of American money only for draws in all ports. Travelers checks to be prohibited. Motion that every effort be made to improve galley sanitation problem caused by open drains and lack of steam lines. Motion that negotiating committee be requested to seek OT rate and one-half for men off watch and OT for watchstanders for tank cleaning. Galley force commended for doing an outstanding job.

May 19—Chairman, John Mehalou; Secretary, John R. Talbot. Contact patrolman regarding slopchest closing to early. Motion OT be paid for men on watch and OT and a half for off watch work cleaning wing tanks on this type of ship. Blowers for ventilation should be installed. Ship needs to be fumigated for roaches. Vote of thanks to the steward department.

MORNING LIGHT (Waterman), June 3—Chairman, C. Lee; Secretary, L. Schenk. No beefs reported by department delegates. C. Lee was elected to serve as ship's delegate. Discussion on a few items that need to be repaired. Crew requested to be quiet in passageways. Vote of thanks to steward department for job well done.

DEL ORO (Delta), May 25—Chairman, M. L. Durham; Secretary, W. H. Newsom. \$12.00 in ship's fund. No beefs reported by department delegates. Discussion on the amount of milk needed for voyage. Vote of thanks for the improvement in steward department.

HERCULES VICTORY (Marine Messengers), May 26—Chairman, J. Ciurman; Secretary, M. Brown. Ship's delegate resigned and Charles E. Rawlings was elected to serve as ship's delegate. All hands have two hours delayed sailing from Savannah. Vote of thanks to steward department for good food, service, etc. Crew asked to cooperate in keeping messroom clean at night.

ANJL (Seafarers Inc.), June 9—Chairman, G. Yeager; Secretary, A. Yarborough. Ship's delegate told crew that those who have money coming will get a draw. Everything is running smoothly. Discussion on who is to paint the engineers' quarters. Agreement was reached. Vote of thanks to steward department.



Schedule Of SIU Meetings

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

New York	August 5	Detroit	August 9
Philadelphia	August 6	Houston	August 12
Baltimore	August 7	New Orleans	August 13
Mobile	August 14		

West Coast SIU Meetings

SIU headquarters has issued an advance schedule through November, 1963, for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
August 19	August 21	July 26
September 16	September 18	August 23
October 21	October 23	September 20
November 18	November 20	October 25
		November 22

SIU HALL DIRECTORY

SIU Atlantic, Gulf Lakes & Inland Waters District

PRESIDENT
Paul Hall

EXECUTIVE VICE-PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard
Al Tanner
Lindsay Williams
Robert Matthews

SECRETARY-TREASURER
Al Kerr

HEADQUARTERS REPRESENTATIVES
Bill Hall Ed Mooney Fred Stewart

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

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

DETROIT 10225 W. Jefferson Ave.
Vinewood 3-4741

HEADQUARTERS 675 4th Ave., Bklyn.
HYacinth 9-6800

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

JACKSONVILLE 2608 Pearl St., SE., Jax
William Morris, Agent ELgin 3-0987

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

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

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

NEW YORK 675 4th Ave., Brookl.
HYacinth 9-6800

NORFOLK 418 Colley Ave
Gordon Spencer, Acting Agent 625-6305

PHILADELPHIA 2604 S. 4th St.
Frank Drozak, Agent DEwey 6-3812

SAN FRANCISCO 450 Harrison St.
Frank Boyce, Agent DOuglas 2-4401

E. B. McAuley, West Coast Rep.

SANTURCE PR 1313 Fernandez Juncoas, Stop 20
Keith Terpe, Hq. Rep. Phone 724-2848

SEATTLE 2505 1st Ave.
Ted Babkowski, Agent MAIn 3-4334

TAMPA 312 Harrison St.
Jeff Gillette, Agent 239-2788

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

Private Eyes . . .

(Continued from page 2)
ing their strikes. In the SIU of Canada's dispute with the Upper Lakes Shipping Company, the company admitted paying \$361,000 to one detective agency alone to help carry on its fight against the SIU of Canada.

In the course of the SIU's recent victorious 98-day strike against the Roto-Broil Company of Long Island City, the union uncovered the company's use of several employment agencies for the purpose of providing scabs to fill the jobs of striking employees without advising the job applicants that a strike was in progress. SIU picketing of the agencies involved, followed by the filing of complaints, resulted in the suspension of the guilty agencies' licenses for violating the city law against such practices.

Put Postal Zone On LOG Address

The Post Office Department has requested that Seafarers and their families include postal zone numbers in sending changes of address into the LOG. The use of the zone number will greatly speed the flow of the mail and will facilitate delivery.

Failure to include the zone number can hold up delivery of the paper. The LOG is now in the process of zoning its entire mailing list.

PERSONALS and NOTICES

Herbert G. McDonald
The above-named or anyone knowing his whereabouts is asked to contact his wife, Mrs. Priscilla McDonald, 921 W. National Avenue, Milwaukee 4, Wis., as soon as possible.

✠ ✠ ✠
Capt. Fred Fredrickson
Whitey Horton would like to get in touch with the above-named as soon as possible at 2019-24th Avenue, West Bradenton, Fla., telephone 745-0603. He is also anxious to have any former shipmates contact him at the above address.

✠ ✠ ✠
Harold Peterson
Your sister, Mrs. Francis Hart, of 217 Amherst St., Providence 9, RI, has some important mail for you and asks that you write her as soon as you can.

✠ ✠ ✠
Income Tax Refunds
Checks for the following men are being held by Neil W. Rardo,

2420 First Avenue, Seattle 1, Wash., and can be obtained by sending proper identification and a forwarding address:

Alabakoff, Damian; Andrews, Carroll H.; Berg, George J.; Bobbitt, A. D.; Brantlund, Frank W.; Brown, Louis A.; Cagle, Robert A.; Canul, Jose; Chase, Richard C.; Clark, Verne A.; Coyle, John P.; Cox, Leonard J.; Crehan, Edward R.; Crist, Earl M. Jr.; Crum, Marvin; Crum, Rex L. R.; Curtis, Maxine; Daniels, William T.; Datzko, William; Davey, William; Di Iorio, Pasquale; Dunn, William P.; Doroba, Charles; Everett, Wilbur Lee.
Fox, James; Gertz, George I.; Gossage, William D.; Graham, George W.; Harding, Victor; Hawkins, Erick; Hellig, Robert J.; Higgins, Leonard M.; Howarth, John V.; Iglebekk, John W. G.; Johnson, Thomas S.; Johnston, Leonard B. & Happy; Johnson, Rudolph; Kallio, Joseph B.; Kilbourne, Ralph; Koontz, B. J. & V. M.; Kroll, Will I.; Lauritsen, J. M. & Y. M.; Langley, Fay W.; McAndrew, Robert N.; McDermott, Stacey J.; McDonough, John P.; McKee, James E.; Marsh, Lloyd C.; Martinussen, Charles; Metes, James J. M.; Meher, Kiyoko; Miller, Michael C.; Mikkelborg, Halle; Napaepae, Edward N.; Noble, Manuel C.; Oromano, Albert & Margaret.
Penner, Joseph J.; Pyle, Eddie; Raynes, David T.; Ringetto, Albert N.; Reck, Warren; Roskamp, John H.; Sandanger, Marius; Samson, Edward; Scharf, Alois; Sherar, William D.; Shoemaker, Richard D.; Slusarczyk, John E.; Snyder, Joseph G.; Sutham, Robert A.; Taylor, David G.

SIU BULLETIN BOARD

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn. Should any member, for any reason, be refused his constitutional right to inspect these records, notify SIU President Paul Hall by certified mail, return receipt requested.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall consist equally of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds. If, at any time, you are denied information about any SIU trust fund, notify SIU President Paul Hall at SIU headquarters by certified mail, return receipt requested.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, first notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:
Max Harrison, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1630, New York 4, NY
Also notify SIU President Paul Hall at Union headquarters by certified mail, return receipt requested. Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for 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, 1960 meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstance should any member pay any money for any reason unless he is given such receipt. If in the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be called to the attention of SIU President Paul Hall by certified mail, return receipt requested.

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

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

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

KNOW YOUR RIGHTS

Thompson, Alexander; Vinluan, Carvacio; Webb, Lawrence; Wanner, Joseph J.; Wetzel, Edwin F.

✠ ✠ ✠
Paul S. Morgan
You are asked to get in touch with your sister, Mrs. Corene Overstreet, regarding her illness. Write 2724 Mill St., Crichton Station, Mobile, Ala.

Ferdinand Bayer
Get in touch with H. Sherwood, 418 S. Normandie Avenue, Los Angeles, Calif.

✠ ✠ ✠
William Robert Dixon
The above-named or anyone knowing his whereabouts is urged

to contact Sophia F. Baker, RN, at 1315 S. 26th Place, Lawton, Okla., regarding care of his children. The telephone is EL 5-0065.

✠ ✠ ✠
Russell W. Briggs
You are asked to get in touch with Wilson W. Briggs, 6154 Suwannee Road, Jacksonville, Fla.

Courts Broaden 'Seaworthy' Rule

WASHINGTON—The conditions involved in determining whether a ship is "unseaworthy," as the basis for accident claims, were extended in several recent decisions here by the US Supreme Court and by a separate Federal court decision in the state of Oregon.

In two cases decided by the high court here, faulty cargo gear both on the ship and on the dock were ruled to be factors in making a claim based on the "unseaworthiness" doctrine. The ruling in Oregon by the Federal District Court held that a ship may not be considered unsafe when it fails to carry radar or loran as navigational aids.

The Supreme Court rulings in separate cases involved longshoremen both times. The court held in one instance that a fall on the dock caused by loose beans which had spilled from a defective bag during the discharging of cargo could be the basis for a claim of unseaworthiness.

"When the shipowner accepts cargo in a faulty container or allows the container to become faulty, he assumes the responsibility for injury that this may cause to seamen or their substitutes on or about the ship. . . . These bean bags were unfit and thus unseaworthy," the high court declared.

The other high court case involved a faulty pallet on aboard ship which led to a longshoreman's injury and a similar legal finding.

In the Oregon case, the issue arose when a ship was damaged on a reef in the Philippines, causing a break in the hull and damage to cargo. The vessel was equipped with neither radar nor loran, although it did carry a radio direction finder.

Here the court pointed out that the standard to be judged by is not an accident-free ship, nor an obligation to provide a ship or gear which might withstand all conceivable hazards, but a vessel reasonably suitable for the particular service intended. It commented that "there is no worldwide or American practice or custom with reference to the use of radar or loran as aides to navigation."

The court held that the absence of this equipment on a tramp vessel did not give rise to a finding of unseaworthiness, although it noted that in the "not too distant future the absence of such navigational aids on such ships might well make them unseaworthy."

Mail Crew Lists To Union Office

In order to keep Union records up to date and to fully protect Seafarers' rights to welfare and other benefits, it is important that all ships' 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.

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Safety In Boating; Hand Injuries

With leisure-time boating accidents increasing almost as fast as the popularity of the sport, many private and governmental agencies are joining in efforts to reduce the number of these unnecessary, often-crippling and sometimes-fatal accidents.

Many boating organizations are co-operating to acquaint boat owners and water sport enthusiasts with safety procedures.

Professional seamen, who probably have a better knowledge than most landlubbers of safe boat handling procedures, can benefit from the many free services being offered by these organizations in the interests of water safety.

The US Coast Guard for instance, is setting up free inspection stations at many boating centers. This voluntary inspection is made only at the owner's request and carries with it no obligations. If the boat is found safe, a decal is issued and pasted on the windshield. If the boat does not pass inspection, no report is issued to any authority. You will be the only person informed, and will be advised of the safety recommendations to be followed.

Seafarers whose families may be doing some boating this summer while dad is at sea may also be interested in free boating courses being given by the US Power Squadron of the Coast Guard Auxiliary. Seafarers know better than anyone else the value of practical seamanship for safety on the water.

~ ~ ~

A survey has shown that hand injuries accounted for 30 percent of all injuries suffered by seamen in one steamship company, according to a recent National Safety Council "Newsletter."

In an effort to reduce hand injuries to seamen, a number of areas aboard ship were pinpointed as "dangerous" as far as your hands are concerned. Winch rail controls, steam winch bull guards, companionway doors, galley doors, tool boards, stokers and oil barrel storage racks were among the locations where injuries commonly occur.

An interesting statistic was the fact that most seamen injured their fingers below the knuckle. Some things to watch out for in the prevention of these hand injuries are:

- Using crescent instead of box wrenches.
- Using a hacksaw instead of a pipe cutter.
- Handling oil, paint and grease drums and propane tanks.
- Cutting gaskets with jack-knives.
- Driving hatch batten wedges.
- Opening and closing valves.
- Greasing or repairing stokers before shut-off.
- Banging knuckles while pulling fires.
- Feeding cable eyes through chocks.
- Getting hands caught in moving parts on pumps.

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

Philippine Dock Strike Wins Talks

MANILA—A successful strike action by Philippine longshoremen here, coupled with a show of solidarity by world transport unions, brought about a temporary truce last week in the two-month strike that had tied up this port.

The strikers agreed to lift their pickets for 15 days while representatives of the Philippine Transport and General Worker's Organization try to negotiate a working agreement with the Philippine Customs Bureau. The Bureau is responsible for some port operations here.

End Harassment

The pact talks put an end to attempts by the Customs Bureau to block recognition of the union as bargaining agent for the port's dock workers. Some 3,000 longshoremen have been on strike since May 7 in an effort to get the government agency to honor back-to-work agreements reached after previous strikes.

The SIU previously pledged its full support of the striking workers in their dispute in response to a message from the International Transport Workers Federation. The ITF had urged all unions to back the fight of the Philippine workers for union recognition and a decent contract.

Try To Break Union

In its effort to break the union, the Customs Bureau had been hiring strikebreakers to aid some of its own personnel who have been loading and unloading vessels here.

Many Philippine and foreign shipping lines had been bypassing Manila because of heavy cargo congestion brought about by the strike and have been discharging cargo elsewhere. However, with the agreement on pact talks, the port became active again on July 15 for the first time in two months.

12 More Seafarers Retire On SIU Pension

NEW YORK—A dozen more SIU deep-sea veterans, with a combined total of nearly 400 years of service on the high seas, have retired on Union pension benefits of \$150 per month and are now resting up before deciding how the years ahead will be spent.

The addition of this group brings the overall figure for the number of Seafarers approved for pensions in this year to 52. A breakdown of the latest pensioners into the various shipboard departments they served shows that half shipped in the steward department, five in the black gang and one on deck.

The list includes the following: Warren D. Alderman, 52; Diego Cordero, 61; Bridgio Figueroa, 61; DeForrest Fry, 67; James W. Harrelson, 47; Harold A. Laumann, 40; Walter C. Patterson 62; Cyril H. Sawyer 70; William J. Scarlett, 55; Frank Schembri, 67, and Jack E. Williams, 55.

Alderman was born in Florida and shipped on deck after joining the SIU at Miami in 1939. He now lives with his wife in Gretna, La., and completed over 25 years of sailing when he paid off the Del Sud (Delta) on his last trip.

Now living with his wife, Juana, in Brooklyn, NY, Cordero hails from Puerto Rico and ended his 40-odd years at sea after a trip on the Seatrain New Jersey (Sea-train). He joined the SIU at New Orleans in 1939, shipping in the black gang.

Another native of Puerto Rico, Figueroa amassed over 40 years

of service until he went into retirement. He first shipped with the SIU steward department in 1945 out of New York, and last sailed on the Elizabeth (Bull). He lives with his wife, Luisa, in New York.

Fry is a New Yorker who joined the SIU in his home port in 1938. His half-century of seetime in the steward department wound up aboard the Beauregard (Sea-Land). He makes his home with his sister, Mrs. Maybelle Reedy, in Auburn, NY.

The Josefina (Liberty Navigation) was Harrelson's last vessel, which he sailed in the engine-room. A native of South Carolina, he joined up in Boston in 1939. He calls Georgetown, SC, his year-round residence.

Louisiana-born Laumann is the youngest pensioner in the lot. New Orleans was where he signed on with the SIU back in 1944 and his



Alderman



Cordero

last ship was the Hastings (Waterman) in the black gang. He lives with his brother, Joseph, in New Orleans.

Patterson was born in Alabama and hitched up with the SIU at Boston in 1945. A familiar face around the New York hall, he closed his career of nearly 30 years in the steward department after a voyage on the Steel Recorder (Isthmian). He lives today



Fry



Harrelson



Laumann



Patterson



Sawyer



Scarlett

A native of Georgia, Williams now lives in New York where he joined the SIU in 1947. He last sailed aboard the Chatham (Sea-Land) in the black gang. He and



Schembri



Williams

his wife, Gladys, can now look confidently ahead to many years of ease and security made possible in large measure through the SIU and the \$150 a month pension benefits.

Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized SIU representatives and that an official Union receipt be gotten at that time. If no receipt is offered be sure to protect yourself by immediately bringing the matter to the attention of the President's office.



**THE
SIU-UPPER LAKES
DISPUTE**

UNION-BUSTING

THE NORRIS REPORT

Just as this special supplement to the Seafarers Log was being prepared, the Norris Commission, which was established by the Canadian Government last summer to examine the SIU-Upper Lakes dispute, issued a 318-page report. While the SIU of Canada has not yet had time to make a detailed study of this voluminous document, it has prepared a preliminary statement dealing with certain fundamental issues which require immediate comment. This statement is printed in its entirety in this supplement.

A Statement On The Norris Commission Report By The Seafarers International Union Of Canada



INTRODUCTION

On July 15, 1963, the Norris Commission issued its report. The Seafarers International Union of Canada is examining this lengthy document and, upon the conclusion of this study, will make its detailed analysis public. We feel, however, that the report raises certain fundamental issues which require immediate comment.

We are impelled to point out that this report, and particularly its recommendations, represents a philosophy alien to free and democratic people. It reflects the Commissioner's conduct at the hearings, his pre-conceived attitudes and his violation of the principles of fair play.

The recommendations would usurp the functions of free associations of workers. Among other things they call for the: a) seizure of the assets of the unions by government appointees; b) control and operation of union affairs by these appointees; c) suspension of constitutional form of union government; d) rule by trustees having absolute and uncontrolled powers; e) destruction of the right of workers to determine the conduct of their own affairs; f) denial of the rights of workers to strike in pursuit of their lawful economic and social objectives.

The SIU protested throughout the hearings that the Commissioner was acting in an arbitrary manner, and in violation of the principles of justice. Consequently, it was anticipated that the Commissioner's report would mirror such conduct. The recommendations, with their alien philosophies, their provision for arbitrary and totalitarian rule, bear out, unfortunately, our anticipation. They constitute a serious threat to the liberty and economic well-being of Canadian citizens.

The proposal that maritime unions be governed by trustees is nothing short of the imposition of an arbitrary and absolute dictatorship over a segment of the working community. The maritime workers are not to be consulted. They have no voice in the direction of their affairs. The trustees are not responsible to them. The Commissioner has proposed that the freedom to choose, to elect and to decide—the very basis of democratic control—be set aside. The trustees are given carte blanche. It is unacceptable that Government by decree divest an association of free people, whether it be union, a commercial body, a cultural association or a political group, of its constitution and its elected officials. What kind of freedom is there without allowing the membership to have control over the affairs of the union? Without the union being permitted to strike in pursuit of its legal objectives? Without the people in this industry being allowed the freedom of association? Surely the maritime workers have the right to decide whether they will associate to form a union, have a right to decide what union they will associate with, what is to be the constitution which is to govern them, and who are to be the elected officials to represent them. The recommendations are an insult to the working man, because they are based on the assumption that he is not fit to make decisions or that he is too stupid to do so. The trustees are to do his thinking, make his decisions, and substitute their judgment for his.

In our democratic system, Parliament or other legislative bodies in our country should not rule that within this society a certain specified group, in this case the maritime worker, will be denied the attributes of free men. Surely it would be repugnant to pass a general law declaring that the Government could impose trusteeships on all association of persons. If general legislation of this nature is unthinkable, within a democratic system, it does not become less abhorrent if applied to a particular designated class of persons. If this is done to one group, which group of persons will be next to lose their liberty because they have incurred the wrath of a Commissioner? Liberty in a free society is indivisible, and if it is sacrificed for the

sake of expediency, without due process of law, and so denied to any group of persons, it is denied to society as a whole.

BACKGROUND OF THE HEARINGS

The hearings arose out of a contractual dispute between the SIU of Canada and Upper Lakes Shipping Ltd.

Upper Lakes Ltd., an American controlled company, had consistently resisted SIU efforts to improve the wages, conditions and security of Canadian seamen.

The company's antagonism toward the Union reached its climax in the spring of 1962 when it arbitrarily broke its 10-year contractual relationship with the SIU and signed a contract with the newly-created Canadian Maritime Union, which represented no seamen and had no contracts.

This unprecedented action deprived some 300 SIU members of their jobs with the company. The legality of the company's action is still the subject of litigation pending in our courts.

ESTABLISHMENT OF THE NORRIS COMMISSION

The CLC, with its completely controlled CMU, and the CBRT have long made known their desire to replace the SIU in the maritime industry, and they joined with Upper Lakes against long-standing traditions and the basic principles of organized labor in a full-scale effort to destroy the SIU. The Norris inquiry was precipitated by these unions illegally tying up the Seaway and the Commission was established by the then Minister of Labour, Michael Starr, after consultation with those who were out to destroy the SIU.

Starr at that time was—and still is—the defendant in a court action brought by the SIU. In this action, we set forth that he acted illegally with regard to our contract dispute with Upper Lakes Shipping and that his act paved the way for an illegal collective agreement between the company and the Canadian Maritime Union, and the ultimate loss of employment with Upper Lakes by over 300 Canadian seamen, some with employment tenure in excess of 10 years. The damage to these seamen and their families has been most substantial, if not irreparable.

THE COMMISSIONER'S REFUSAL TO CONCILIATE THE DISPUTE

The SIU and, we believe, the public, thought that the Commissioner was appointed primarily for the purpose of settling a dispute. The statute under which he was appointed is headed: "An Act to

Provide for the Investigation, Conciliation and Settlement of Industrial Disputes." Several times, during the course of the hearings, we urged the Commissioner to meet with the parties in order to resolve the dispute. Instead of trying to bring the disputants together to settle their differences, the Commissioner conducted the hearings in a manner which could not help but drive them further apart. The Commissioner's antagonistic and aggressive attitude toward SIU, its witnesses and its proposals—coupled with his refusal from the outset to attempt a resolution of the dispute—only strengthened the company's determination to resist a settlement. He relegated to a grossly inferior role the dispute between the SIU and the company which was his major duty to investigate. Rather than find ways of solving this legitimate dispute, which was recognized as such by the Rosenman Commission, appointed by the U.S. Government at the request of the Canadian Government, he complimented Upper Lakes and the CLC for creating it and chastised other shipping companies who have had good and stable relations with the SIU in the development of our maritime industry.

The Upper Lakes company has employed every conceivable public relations device to color and distort the issues. Obviously, substantial sums of money have been spent to accomplish this purpose. Through skillful propaganda, the public has been led to believe that our dispute concerns Canadian shipping in general. That is not the case. We have a dispute only with Upper Lakes, which operates 13 ships in the Great Lakes trade. No other shipping company is involved, and no other vessels are affected.

We envisioned the Commissioner as a peacemaker. Instead he has sown the seeds of industrial strife and invited discord in the field of labor relations.

THE COMMISSIONER'S CONDUCT

The Commissioner, who at one time represented the SIU, refused to disqualify himself on that ground when a motion to that effect was made to him by SIU counsel. Under such circumstances no motion should have even been required, but rather, in accordance with longstanding practice established for the protection of parties appearing before a court or a commission, the Commissioner should have declined the appointment when it was made by the then Minister of Labour.

Having relegated the dispute to an in-

significant position, the Commissioner concentrated most of his time on an investigation of the internal operations of the SIU. He demonstrated a bias and pre-disposition as to the issues, a clear personal venom against the SIU, and flagrant disregard for the principle of justice.

Opportunity to present evidence was refused, the right to cross-examine was restricted and SIU counsel was constantly abused. Concepts of equal justice were bypassed, including the right of all parties to receive equal treatment. For example, when witnesses attacked the SIU, the normal rules of evidence were set aside on the grounds that the hearing was an inquiry, not a court of law. However, when the SIU sought to submit or elicit evidence such normal rules of evidence were then made applicable. The Commissioner was inconsistent in his rulings, to the detriment of the SIU. For example, when top officials of Upper Lakes, CLC and CBRT testified, and inquiry was made as to relevant facts, upon their assertion of absence of personal knowledge, the Commissioner precluded SIU counsel from inquiring. On the other hand, when top officials of the SIU were similarly questioned, and gave identical replies, the Commissioner castigated and admonished them and held them responsible for such knowledge. Time and again, when witnesses adverse to the SIU testified to facts not within their personal knowledge, their accounts were accepted as providing background, history or interest. However, when SIU witnesses sought to testify similarly, they were confined to matters strictly within their personal knowledge. These are but examples of the many areas in which the SIU was subjected to disparate treatment.

Another illustration of the Commissioner's failure to observe the rules of fair play are his comments with regard to pending litigation. In the pending action involving former Minister Starr, the Commissioner reports that there is no dispute as alleged in that case and gratuitously decides this pending case in favor of the former Minister. In fact, the Commissioner takes pains to voice his views on almost all pending litigation. The obvious effect is to prejudice the SIU in those proceedings before the various courts. Strangely enough, when during the inquiry, SIU counsel attempted to raise a point with regard to a matter which was the subject of litigation, the Commissioner refused to hear it because he said he would not pass on matters before the courts. This demonstrates the application of double standards.

The Commissioner displayed a prosecutor's zeal to make a case against the SIU. Such purpose went so far as to subject to attack all those who did not have as their objective the desire to destroy the SIU. In fact, this zeal is so ardent that in his report he refers to matters which he received in private communications but which were never placed publicly before the commission, so that they could be aired and subject to examination.

A further example of the unusual conduct engaged in by the Commissioner is his incorporation into his report of matters which occurred subsequent to the hearing, and which he construed as detrimental to the interests of the SIU. Significantly, however, the Commissioner fails to incorporate in his report the following events which occurred after the close of the hearing:

- a) He fails to mention in his report the charges made by the former CMU president that the CLC turned the CMU into little more than a company union which negotiated a sweetheart contract with Upper Lakes. Conveniently, he tucks away newspaper accounts of these charges in a voluminous Schedule to the Report.
- b) He completely ignores the shotgun

(Continued on page 12)

BUSINESS WEEK

One of the most influential and authoritative magazines in the management field is Business Week. Here are excerpts from Business Week's article on the Norris report.

Reaction. The drastic nature of Norris' proposals—unacceptable to Canadian unions and politically alien to the current Liberal government—made it unlikely that they would ever become law. In fact, off-the-record comment on both sides of the U.S.-Canadian border suggested that the Norris report might find its place in history as a kind of labor morality tale, an example of what happens when unions run to government instead of settling their own internal problems.

A Canadian commission of inquiry into Great Lakes shipping strife dropped a bombshell this week on the Canadian wing of the U.S.-based Seafarers' International Union. Unfortunately for the Canadian unions that had pressed for the investigation, the bombshell also fell on them.

Justice T. G. Norris, the one-man commission, proposed a sweeping and unprecedented government takeover of all maritime unions to clean up the situation and enforce labor peace on the St. Lawrence Seaway.

Retort. In reply, SIU spokesmen noted that Banks had once fired Norris as union counsel. Because of this and because of the anti-U.S. overtones of the dispute, an adverse report was a foregone conclusion.

On balance, the effect of the Norris report appeared to be to have the Great Lakes controversy as it shipping, a source of strained relations between the U.S. and Canada and one of the prickliest of current labor problems. End

THE SIU-UPPER LAKES DISPUTE

I. INTRODUCTION

Since the early part of 1961, the Seafarers International Union of Canada, which represents merchant seamen in virtually all Canadian-flag shipping companies, has been the target of one of the most vicious and unscrupulous union-busting campaigns carried on against a trade union organization since the bleak and bloody anti-labor era of the pre-1930s.

This union-busting campaign is being spearheaded by the Upper Lakes Shipping Company, a Canadian shipping arm of the notoriously anti-union American industrial dynasty dominated by the financial interests of the Norris family.

The Norris-Upper Lakes campaign has as its objective, the destruction of the SIU of Canada as a militant force for the betterment of Canadian seamen's wages, working conditions and welfare benefits.

It should be emphasized, however, that this union-busting attempt, despite the enormous wealth and power of the Norris empire, could never have reached its present proportions without the aid and assistance of the Canadian Labour Congress and a number of labor unions, Canadian and American, which have seized the opportunity to settle long-standing jurisdictional scores with the SIU, on both sides of the Lakes, by abetting the employer in his campaign of destruction, in violation of the basic principle of trade unionism.

This report will deal with the organization of the Norris financial empire and the Upper Lakes Shipping Company, with the history of Upper

Lakes' union-busting campaign and the Canadian Government inquiry which arose out of it, and with the role played by other labor organizations, as well as Government agencies in both the United States and Canada, in this deliberate attempt to destroy the effectiveness of the Seafarers International Union of Canada as a militant fighting force which has won for Canadian seamen the best wages, working conditions and welfare benefits in their history.

II. THE NORRIS INDUSTRIAL EMPIRE

Behind the strife which has existed between the SIU of Canada and the Upper Lakes Shipping Company stands the Norris financial empire—a multi-million dollar network of American and Canadian business enterprises which include steel mills, grain elevators, bakeries, feed mills, dry-docks, racing stables, hotels, theatres, stadiums, hockey teams, boxing clubs, real estate firms and shipping companies.

The controlling factor in this industrial empire is the Norris family, whose funds derive from the estate of the late James Norris.

James Norris was the father of Jim Norris, whose many business interests included the International Boxing Club. This club was shown, in U.S. Government investigations and grand jury proceedings to have worked with Frankie Carbo and other underworld figures in establishing monopoly control over the boxing industry, so that any boxer who wanted to enter the ring had to pay tribute to Norris' underworld connections.

Another son of James Norris is Bruce Norris. Bruce Norris is a director of the Upper Lakes Shipping Company, which is spearheading the attack on Canadian seamen's wages and conditions, and which is primarily owned by the Norris Grain Company of Winnipeg. Norris Grain of Winnipeg is wholly owned by the Norris Grain Company of Chicago, in which the controlling interest is ultimately vested in a Nevada corporation owned by trusts established by James Norris' widow for the benefit of her children. In substance, two-thirds of the Upper Lakes company is owned by Americans, members of the Norris family. The interlocking relationships of these American and Canadian companies, including Upper Lakes Shipping and its various subsidiaries, is shown in Chart No. 1.

The Norris empire has long been notorious for its anti-union activities and its attempts to exploit its employees in both the United States and Canada. In Canada, for instance, it has successfully resisted union wages and conditions in one of its largest subsidiaries, Dominion Foundry, as well as in other areas. In the States, among other things, the Norris interests have joined forces with the anti-union Great Lakes shipping company, Pickands-Mather, in a plan involving a \$250 million exploitation of Canada iron ore resources through the utilization of low-wage, company-dominated crews aboard ore carriers under the Canadian flag.

The elimination of the SIU of Canada as a protector of Canadian seamen's wages and conditions would, of course, be an important factor in the Norris plans to exploit these seamen, and it is interesting to note that on the same day that the Canadian newspaper, the Financial Post, reported on the Pickands-Mather scheme, it also announced formation of the Canadian Maritime Union by the Canadian Labour Congress. (Exhibit A). The date was October 21, 1961—just the time that Upper Lakes was preparing to break its SIU contract.

The Canadian Maritime Union is the seamen's union which Upper Lakes utilized as a company union to represent the scab crews which Upper Lakes recruited to man its vessels after it had arbitrarily broken its 10-year contractual relationship with the SIU of Canada and locked some 300 Canadian Seafarers out of their jobs.

III. THE SIU-UPPER LAKES RELATIONSHIP

The Norris-dominated Upper Lakes Shipping Company, whose assets represent an investment of some \$60 million, is one of the major Canadian shipping companies, operating some 13 vessels on the Great Lakes.

Canada's dilemma in respect to imported capital is a very real one. Foreign ownership of Canadian industry and extractive enterprises is extensive, ranging from 57 per cent in manufacturing to 75 per cent in petroleum and natural gas. Most of this foreign ownership is American, and has contributed a great deal to anti-American feeling in Canada. By granting concessions to Canadian capital and levying heavy taxes on "take-overs" by foreign capital,

EXHIBIT B

N. Y. Herald Tribune, June 15, 1963

The president of Upper Lakes is Jack Leitch and its personnel manager is Thomas J. Houtman. Houtman was formerly secretary-treasurer of the communist-dominated Canadian Seamen's Union whose hold on Canadian merchant seamen was broken by the SIU of Canada in 1949.

Whereas virtually all other Canadian shipping companies signed with the SIU in 1949, however, Upper Lakes continued to put up stiff resistance to the SIU's organizing program for nearly two years, and did not agree to an SIU contract until 1951, thus becoming the last major Canadian-flag operator on the Lakes to do so.

After this, Upper Lakes not only continued its stiff resistance to the SIU, at every contract negotiation, but in fact attempted to break its contractual relationship with the SIU and supplant the SIU with another union.

Testimony given during the inquiry into the Upper Lakes-SIU dispute, which the Canadian Government recently conducted, indicates that in the summer of 1952, a few months after James Todd had been fired by the SIU from his job as Fort William port agent, Houtman offered to cooperate with Todd in a plan to get rid of the SIU and supplant it with another union.

This plan failed to materialize because the SIU at that time was a member in good standing of the Canadian labor movement and Todd was unable to command support for a rival union. In 1961, however, after he had been absent from the waterfront for nine years, Todd suddenly reappeared as secretary-treasurer of the Canadian Maritime Union, the puppet union established by the CLC to represent the scab crews aboard the Upper Lakes vessels.

In this connection it should be noted that the CMU was set up to supplant the SIU after discussions between Houtman and Michael Sheehan, an SIU patrolman who was expelled from the Union in February, 1961, for misconduct in the performance of his duties.

In both cases Houtman, acting for Upper Lakes, seized the opportunity presented by a disgruntled and ousted ex-officer of the SIU to try to foment a plan in which the SIU would be replaced by another union.

This plan, as noted, failed in 1952 because Todd could not command support from the rest of the Canadian labor movement. But it materialized in 1961 when the CLC, along with other labor groups in Canada and the States, joined with the employer in his attempt to destroy the SIU, for reasons which will be discussed later in this report.

The parallel between the Todd and Sheehan cases is indicated in Chart No. 2, which also shows the activities of Sheehan, Upper Lakes, the CLC and the Canadian Brotherhood of Railway Transport and General Workers. These activities in effect constituted a conspiracy between the employer and these labor groups to eliminate the SIU.

IV. THE SIU'S ROLE IN THE CANADIAN ECONOMY

The Norris empire's particular interest in destroying the wages and working standards of Canadian seamen represented by the SIU has already been cited in this report.

Before proceeding further with an account of

U.S. Ships Flying Our Flag?

By STEPHEN BRANCH
MONTREAL (Staff) — Eastern Canada shipyards stand a good chance of building at least some of the Great Lakes ore carriers which U. S. steel companies think may be needed over the next few years.

Companies like Pickands Mather & Co., Cleveland, are already taking a look at their needs for big new bulk carriers to move Canadian iron ore from ports on the north shore of the St. Lawrence to steel plants in the Cleveland area.

The reason is there could be a shortage of the big and efficient 25,000-ton carriers when new mines like Wabush Lake come into full production.

Shipbuilding costs in the U. S. have been rising and so far no U. S. government subsidies have been paid toward construction of vessels destined primarily for service in the Great Lakes.

A new union was born in Montreal last week — the Canadian Maritime Union — the Canadian Labor Congress set up by the Seafarers' International Union for representation of Canadian seamen.

CMU represents no one yet, but it has started to wage a vigorous campaign against SIU for the right to bargain for the country's 6,000-15,700 sailors.

EXHIBIT A

Financial Post, Oct. 21, 1961

OWNERSHIP OF UPPER LAKES SHIPPING AND SUBSIDIARY COMPANIES

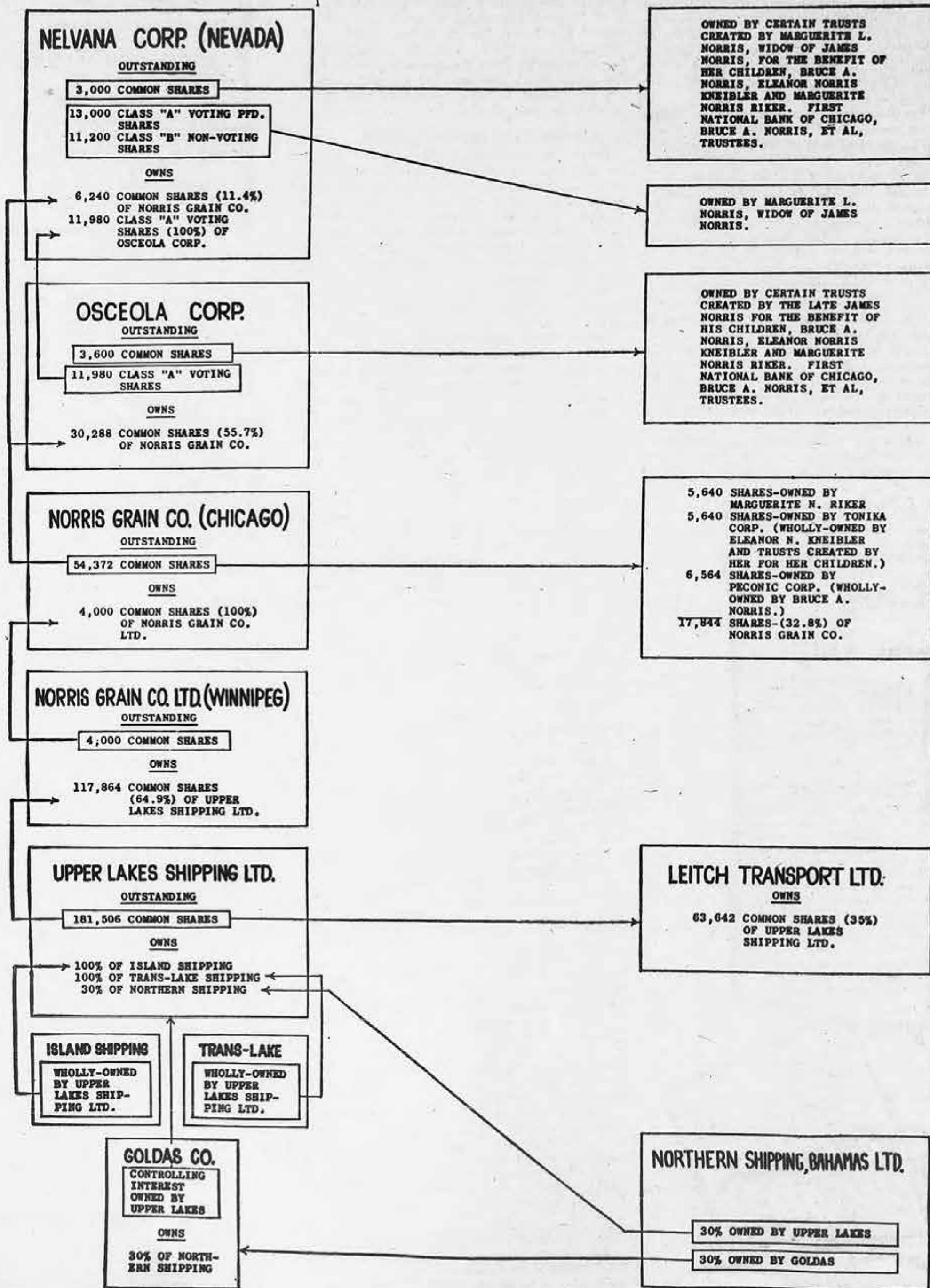


CHART 1

the SIU-Upper Lakes controversy, it may be well to consider briefly the unique role played by the SIU in the Canadian economy as a whole, since in this area may be found significant clues to some of the motivations which prompted the Canadian Labour Congress and other Canadian labor groups to join with the employer in an onslaught against the SIU.

The SIU, in its present form, came into Canada in the late 1940s when Canadian merchant seamen and the Canadian waterfronts were controlled by the communist-dominated Canadian Seamen's Union. The CSU was then engaged in an effort to impede the flow of Marshall Plan shipments which were designed to bolster democracy by helping the nations of Western Europe repair their war-ravaged economies.

Having successfully broken the hold of the communists, and gained the right to represent the seamen of virtually all Canadian shipping companies, the SIU then immediately embarked upon a militant program to elevate the wages and working conditions of these seamen, which had been badly depressed under the CSU. The wage gains which the SIU has won, from 1949 to 1963, are shown in the table on this page.

As a result of this SIU representation, Canadian seamen have not only progressed at a faster rate than the members of other Canadian labor unions, but have attained wages and working conditions which are only slightly below those of their American counterparts.

In the process of raising the wages and working standards of its members, however, the SIU has antagonized powerful segments of Canadian labor, Canadian shipping management and the Canadian business community as a whole.

With respect to the Canadian business community, it may be noted that up to 75% of much Canadian industry is owned by foreign interests, mostly American, who have contributed a great deal to anti-American feeling in Canada, (Exhibit B). In many instances these foreign owners have shamelessly exploited Canadian labor and have—in the words of the Canadian Minister of Finance—"rarely conferred any benefit on the Canadian economy." (Exhibit C.)

Certainly, any effort by the SIU to set a precedent for other Canadian workers by raising the wages and conditions of its members to near-

American levels would be met with hostility by Canadian industry.

With respect to the maritime industry specifically, it should be noted that the tendency, on the part of some Canadian shipowners, has been to try to peg Canadian wages and conditions to British levels, rather than to the much higher American levels. Significantly, a leading spokesman for this group has been the Upper Lakes president, Jack Leitch. On March 9, 1959, for instance, Leitch wrote a letter to the SIU of Canada in which he proposed that all Lakes operators register their fleets in Great Britain, and in which he also urged the SIU to guarantee for 20 years that all Canadian deep sea ships in competition with British vessels pay Canadian seamen the British wage scales.

Finally, with respect to other segments of Canadian labor, it may be noted that these groups have often been the targets of criticism by their own memberships for their failure to keep step with the SIU's pace-setting progress.

The gains which the SIU has scored in behalf of Canadian seamen have therefore long been a thorn in the side of Canadian labor and management and have provided an incentive for Canadian labor and management to join forces against an organization they consider to be their common enemy.

V. RELATIONS BETWEEN THE SIU AND OTHER CANADIAN LABOR GROUPS

Besides the SIU's general role in the Canadian economy, and the antagonism which this engendered among other Canadian labor groups, there are a number of points, regarding the SIU's relations with other labor organizations on both sides of the Lakes, which should be considered in order to understand the background against which the SIU-Upper Lakes dispute developed.

The SIU of Canada had long been a member in good standing of the organized Canadian labor movement. But over the years the SIU's attempts to provide adequate wages and conditions for workers in all areas of the Canadian maritime industry had brought it into jurisdictional conflict with the National Association of Marine Engineers and particularly with the communist-tinged marine section of one of the CLC's most powerful affiliates, the Canadian Brotherhood of Railway Transport and General Workers.

As a result of these jurisdictional differences, the SIU had been subjected to charges of "raiding" and its affiliation with the CLC had been severed in May, 1960.

It should be emphasized, however, that at this time the break between the SIU and the CLC was purely over jurisdictional issues arising out of conflicting claims by the SIU, Marine Engineers and CBRT over the right to represent certain classifications of Canadian maritime employees.

At no time during this period did the CLC voice any criticism of the SIU's internal operations, give any indication that it considered the SIU as anything but a bona fide trade union working for the best interests of its membership, or show in any manner that it considered another seamen's union necessary to replace the SIU. Significantly, none of these attitudes, which the CLC later manifested so frequently, appeared until nearly a year later, when the Upper Lakes Shipping Company opened its campaign of destruction against the SIU.

VI. RELATIONS BETWEEN THE SIUNA AND OTHER AMERICAN LABOR GROUPS

It should also be noted that while the SIU of Canada was involved in jurisdictional disputes with other affiliates of the Canadian Labour Congress, the Seafarers International Union of North America, was involved in jurisdictional disputes with two major unions on the American side of the border—the National Maritime Union and the United Steelworkers of America.

The SIU's differences with the Steelworkers have primarily concerned representation rights to crewmembers aboard Great Lakes ore carriers. The Great Lakes steel industry is one which has traditionally resisted representation of its ore boat crews by legitimate trade unions, and which has fathered and fostered a system of so-called "independent" unions which are in reality company-dominated organizations. It is interesting to note that whatever representation the Steelworkers have been able to gain among these crews has come about largely through the incorporation of these company-dominated "unions" as marine off-

SIU War To Cost Firm Nearly \$2 Million

By FRANK BIRBA
The year-old labor war with the Seafarers International Union has cost Upper Lakes Shipping Ltd. at least \$1,500,000 and the company will lose another \$744,000 by the end of this shipping season.

The financial position of the firm is said to be the worst in its history. The SIU was accused for the first time yesterday in company statements prepared for the North inquiry into waterfront labor violence.

Lawrence Kiebas, company vice-president, said damage caused by SIU and Maritime Trades Department officials since the company started in last year's season since July 1961.

If the company included the disruption of its business, increased expenses and wages lost because of suspended ships, the figures would total \$2 million.

"Upper Lakes will lose another \$500,000 by the end of the year," Mr. Kiebas figures.

The company figures include losses by two subsidiaries, Island Shipping Ltd. and Transocean Shipping, in the fight with the SIU. Island Shipping, which has vessels, has been the hardest hit with losses of \$200,000.

Now Company
Upper Lakes has lost \$1,500,000 in revenue since the SIU began its strike in July 1961.

THE GAZETTE, WEDNESDAY, AUGUST 29, 1962
News Inquiry:
\$744,000 Lost In Lakes Strife
By ARND HAGENKAMP
TORONTO.—Shipping lines in the American north have lost as far as \$744,000 in revenue through the SIU's protest against the United States and the Canadian Maritime Labour Congress (MLC) and American of the Upper Lakes Shipping Company had a total revenue of \$1.5 million.

The estimate might be one of the most serious in the industry since the SIU's strike began in July 1961. The company's revenue for the first seven months of the year was \$1,500,000. The company's revenue for the first seven months of the year was \$1,500,000.

EXHIBIT D
Toronto Telegram, Aug. 29, 1962

shoots of the Steelworkers Union. The largest and most notorious of these company unions was the Lakes Seamen's Union, which has now been chartered by the Steelworkers as Local 5000.

The relations between the SIU in the States and the National Maritime Union have long been stormy and have involved a variety of issues, a recitation of which would serve no useful purpose here. Suffice it to say that both the NMU and the Steelworkers have a history of antagonism toward the SIU and that both of these unions did, in fact, seize the opportunity to join in the effort to smash the SIU in Canada, even though their activities meant supporting the position of the employer, in violation of the basic principle of trade unionism.

VII. MICHAEL SHEEHAN

The one other subject which must be considered, in order fully to understand the backdrop against which Upper Lakes' campaign against the SIU developed, is the role played by Michael Sheehan.

Sheehan was an SIU of Canada patrolman with a long history as a malcontent. In November of 1960 Sheehan's refusal to work in harmony with other SIU officials culminated in a heated dispute, at the end of which Sheehan walked out of his job with the Union. Shortly after that he turned up in Ottawa, where he began to regale officials of the CLC—as well as leaders of the CBRT, Steelworkers and other Canadian labor groups—with allegations of SIU violence and dictatorial tactics with regard to its membership. He also discussed with these labor groups the creation of a new seamen's union to rival the SIU.³

Immediately after these early discussions, the Canadian newspapers began to publish stories in which the CLC echoed Sheehan's allegations of violence and began to lay the groundwork for the creation of a rival union.

Because of these activities, and his associations with dual and hostile organizations, Sheehan was placed on charges of violating the SIU constitution, and was tried by a duly-elected trial committee. On February 20, 1961, he was found guilty of all charges and was expelled from the Union.

As pointed out in Section V, it is interesting to note that up until the time the differences between Sheehan and the SIU came to a head—at the end

ANTI-U.S. TAX PLAN SCORED IN CANADA

Financial Leaders Condemn Curbs on Capital Flow

By HOMER BIGART
Special to The New York Times
OTTAWA, June 18—The Liberal Government came under strong criticism from the Canadian financial community today over its radical proposals to discourage United States investment in Canada.

Eric Kierans, president of the Montreal Stock Exchange and the Canadian Stock Exchange, made public a letter to Foreign Minister Walter Gordon that assailed Mr. Gordon's anti-foreign tax proposals.

said.
The letter quoted from Mr. Gordon's budget speech in which the Finance Minister maintained that foreign take-overs of Canadian industries "rarely confer any benefit on the Canadian economy." Mr. Kierans commented:

EXHIBIT C
N. Y. Times, June 19, 1963

SIU Wage Gains for Canadian Seamen 1949-1963

	1949	1963
Wheelsman	\$175	\$397.49
Watchman	155	354.51
Deckhand	145	329.00
Cook	225	483.82
Oiler	175	397.49
Fireman	170	380.01

THE CONSPIRACY AGAINST THE SIU

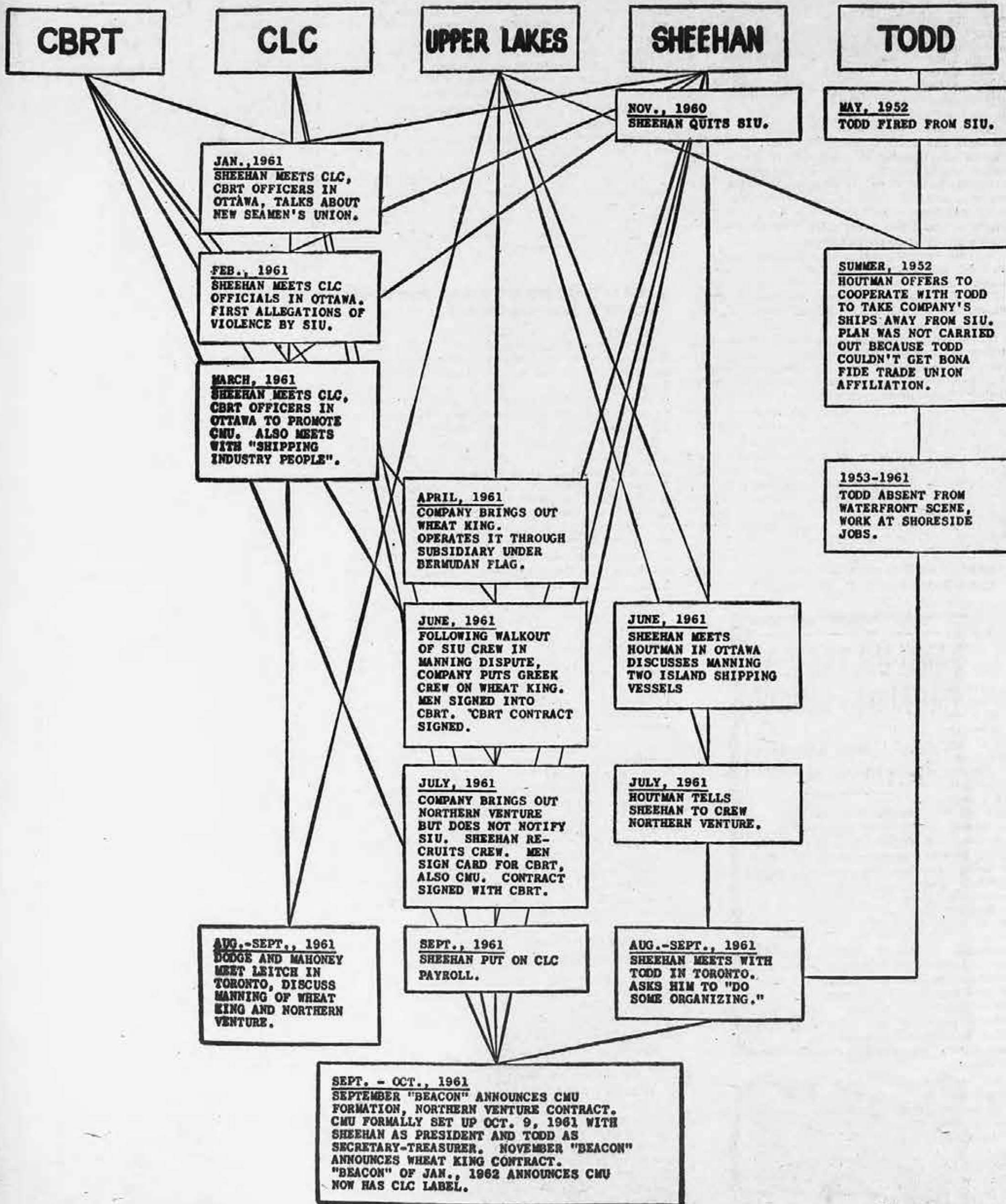


CHART 2

of 1960—the differences between the SIU and CLC had been concerned with the jurisdictional conflicts between the SIU and CBRT, and the CLC had given no indication that it considered the SIU as a corrupt organization or that it deemed another seamen's union to be necessary. The expression of these feelings came on the heels of Sheehan's talks with CLC officers.

It should also be noted that the discussions between Sheehan and leaders of the CLC, CBRT and other groups took place just as the Upper Lakes Shipping Company was taking the first steps in its union-busting campaign against the SIU by preparing the bring out two new ships—the Wheat King and Northern Venture—and operating them through subsidiary companies in order to evade its SIU contract.

During the Canadian Government hearings into the dispute, which later took place, Sheehan conceded from the witness box that while he was talking to CLC and CBRT leaders in Ottawa, he was also talking to shipping industry people, and that he talked to Houtman, the personnel manager of Upper Lakes, about manning the two new ships the company was bringing out.⁴

Finally, it should be remembered that the dealings between Houtman and the disgruntled Sheehan, in 1961, faithfully parallel the dealings between Houtman and the disgruntled Todd, in 1952. As noted in Section III, Houtman's hopes of getting rid of the SIU failed in 1952 because the SIU was a member in good standing in the Canadian labor movement and Todd was unable to gain the support he needed to create a rival union. By 1961, the differences which had arisen between the SIU and the CLC and CBRT enabled Sheehan to become the primary link between the labor and management groups and to supply Houtman with the thing that Todd could not supply—a new seamen's union which would be, in reality, a company-dominated union but which was given an appearance of legitimacy by the organized Canadian labor movement.

This puppet union was the Canadian Maritime Union which was established in the fall of 1961 after a series of events—involving Sheehan, Upper Lakes, CLC and CBRT—which combined to form a pattern of conspiracy against the SIU. This pattern of conspiracy is shown in Chart No. 2.

VIII. UPPER LAKES' UNION-BUSTING CAMPAIGN AGAINST THE SIU

As has been noted in the previous sections of this report, the Upper Lakes Shipping Company had been anxious to end SIU representation of its crews from the moment the company signed its first SIU contract in 1951.

In 1952 the company had attempted to achieve this objective through Todd, but had failed. By the beginning of 1961, however, the picture was different. As a result of factors already cited, a schism had developed between the SIU and a powerful clique of the CLC, and Upper Lakes saw in this situation an opportunity to carry through the union-busting plan which had lain dormant for nine years, but which had never been forgotten.

The company thereupon launched a campaign against the SIU which can be divided into two major phases, as follows:

1) During the spring and summer of 1961 the company took the first steps toward breaking its relationship with the SIU by bringing out two new vessels—the Wheat King and Northern Venture—and operating both of these under foreign flags, through subsidiary companies, in order to evade its contractual responsibilities toward the SIU.

The manner in which Upper Lakes vested ownership of these vessels in foreign subsidiaries, but retained control through agency agreements, is shown in Chart 3.

The company ultimately manned both of these vessels with scab crews who were enrolled in the CBRT as a prelude to putting them into the CMU. In fact, during the subsequent Canadian Government hearings on the dispute, Maurice Wright, who was the counsel for the CLC, CMU and CBRT, conceded that the intention, through this entire first phase of Upper Lakes' anti-SIU campaign, was to turn these scab seamen, who were drummed into the CBRT, over to the CMU when it was set up.⁵

It should be remembered, as pointed out in the previous section of this paper, that during this same period Michael Sheehan was working with leaders of the CLC and CBRT to set up the CMU, and was also talking with Houtman, Upper Lakes' personnel manager, about manning the two new Upper Lakes ships.

In fact, testimony given by Sheehan, during the Canadian Government inquiry, shows that Houtman and Sheehan made arrangements for manning at least one of these ships before the CMU was set up or had any members, and that Sheehan did, in fact, recruit scab crewmen for the Northern Venture—an activity for which he was compensated by the company.⁶

2) By the fall of 1961, the CMU had been formally established. Sheehan had been named its first president, and Todd, who had been away from the waterfront since 1952, suddenly reappeared as the scab union's secretary-treasurer.

Thus, by the time the SIU was ready to reopen the Upper Lakes contract—in October, 1961—Upper Lakes had a ready vehicle at hand to which to transfer its contractual relationship and thus was in a position to launch the second phase of its union-busting program—which was to break its SIU contract completely, lock SIU members out of their jobs aboard all Upper Lakes vessels, and replace these SIU members through Sheehan and the puppet CMU. In fact, Sheehan testified, during the Government hearings, that during the winter of 1961, while the SIU and Upper Lakes were still in negotiations, he started to round up crews for the Upper Lakes ships, even though these ships were not under contract to the CMU.⁷

In any event, from the moment that the SIU notified the company that it wished to reopen the Upper Lakes contract, the company refused even to meet with the Union. As a result, the SIU, in accordance with Canadian practice, requested that the Canadian Labour Minister appoint a conciliation officer to bring the parties into negotiations.

In February, 1962, the Labour Minister appointed a conciliation board composed of an SIU nominee, a company nominee, and a chairman, G. D. Laviolette, whose appointment was protested by the SIU on the grounds that he was a professional advisor to management. The protest was rejected.

At the first meeting of the board, on March 5, the company not only flatly rejected the SIU's requests for contract improvements, but proposed down-grading the welfare plan and eliminating the vacation plan and the hiring and promotion clauses. Unless these conditions were met, the company said, its dispute with the SIU would be impossible to resolve.

Significantly, the company, at this initial meeting, presented a brief which gave status to the newly-formed CMU and expressed the hope that this puppet union would grow.

It should be noted that at this same time, while the SIU-Upper Lakes contract dispute

THE MONTRÉAL STAR, FRIDAY, MAY 3, 1963

Sheehan Charges CLC Making CMU Company Union

By BRUCE TAYLOR

The strife-marked power struggle between the Canadian Labor Congress and the Seafarers' International Union for control of the nation's dues-paying seamen was thrown wide open here yesterday.

Michael J. Sheehan, self-described pawn in the bitter conflict in his role as founder of the CLC-sponsored Canadian Maritime Union—an organization established to topple the SIU's waterways labor empire—charged the CLC with turning the CMU into little more than a company union.

He alleged that the CLC has set back the rights of Canadian seamen by 30 years, and accused CLC executive vice-president William Dodge, who is overseer of the CMU, of refusing to consider CMU members' complaints with the remarks: "To hell with the members. They're not going to have anything to do with running this union."

Sheehan made his statements at a press conference after attorney William I. Miller took action in Superior Court on his behalf to oust Jack Staples, of Port Colborne, Ont., and James Todd, of Toronto, as president and secretary-treasurer of the CMU. Issue of summonses, which are returnable by the respondents within six days, was authorized by Mr. Justice Rene Durand.

Sheehan alleged in his petition for a writ of quo warranto that the elections of Staples and Todd were irregular and illegal. He is suing for their removal from office and his re-establishment as president.

Did he think his action would provoke further union turbulence on the waterfront?

"I hope not. But in this kind of thing you can never tell when you're liable to see your head rolling down the dock ahead of you. I've got my guns lined up fore and aft, and I'm ready for action."

The husky, 48-year-old native of Liverpool who has been a sailor since he was 12, said he was lieutenant to St. C. Banks until the union on Oct. 3, 1951, and immediately formed the CMU of the CLC member cent which earlier SIU and an union strike and shipping disruptions by Mr. Justice T. G. Norris.

It is made in a letter to sea men by Michael J. Sheehan, Hal C. Banks and more latterly the deposed president of the Canadian Maritime Union, an organization set up by Sheehan under the aegis of the CLC to cut into Bank's waterfront labor empire.

He admitted: "I had a hunch from the start the CLC would use me to do the dirty work in organizing the CMU, and then put the boots to me when it was done. The CLC doesn't want a real sailors' union. It wants a company union that will do what it's told. And the CLC knew I wouldn't go along with it, so I was dumped."

"The CLC doesn't want free elections and it doesn't want hiring halls for the members," he said, "but it has set the rights of seamen back 30 years."

THE MONTRÉAL STAR, FRIDAY, MAY 24, 1963

'Sweetheart' Deal Claim Made By Ex-union Head

By BRUCE TAYLOR

The executive vice-president of the Canadian Labor Congress, William Dodge, was accused here today of helping a Great Lakes company create a "do not ship" list to bar certain seamen from acquiring jobs.

The charge, in essence, was that Dodge, one of the CLC's top men last year against the Seafarers' International Union, and which played an important part in the investigation into union strike and shipping disruptions by Mr. Justice T. G. Norris, had helped to set up a "do not ship" list to bar certain seamen from acquiring jobs.

His letter said, in part: "We are all well aware of the manoeuvres which were pulled off to remove me at any cost (from the CMU's top post) because while I was in the picture deals with the company (Upper Lakes Shipping Ltd., whose vessels are manned by CMU crews) or anyone."

"Although you have not heard of it yet, believe you soon will see that the company, with the approval of Bill Barker and me, has a D.N.S. (do not ship) list in operation right now. I have seen it."

He charged further that the collective bargaining agreement between Upper Lakes Shipping and the CLC-dominated CMU is a "sweetheart deal"—an arrangement that benefits the company at the expense of the union's rank and file members.

He said that under the CLC, seamen are no better "than they are under the dictatorial rule of Hal Banks and his stooges."

Sheehan, who said he set up the CMU "under conditions that very few men would have the courage and guts to face up to," is seeking through court action to be reinstated as president of the CMU.

He charged recently that he had been deposed by "a rigged convention of 11 CLC stooges" and that the majority of the CMU's 600 members were not aware of what was happening.

EXHIBIT E

was going through the conciliation process, there was a meeting in Toronto at which it was announced that the CMU expected to obtain the Upper Lakes contract. At this meeting, the Steelworkers gave the CMU \$10,000.⁸ During this same month, CLC officials Jodoin and Dodge also met in Ottawa with Leitch and Houtman, to discuss the manning of Upper Lakes' vessels.⁹ Dodge was later asked, during the Government inquiry, if there had been any decision by CLC to crew Upper Lakes vessels before the conciliation proceedings ended. Dodge replied: "We were convinced that there wasn't going to be a settlement of the issues before the conciliation board."¹⁰ Dodge further testified that he was not familiar with the SIU's contract demands at this time, but was going by what the Upper Lakes people had told him.¹¹ Since there was no communication between the SIU and Dodge during this period, it seems obvious that Dodge was assured by Upper Lakes that there would be no contract settlement.

On March 26, 1962, Conciliation Chairman Laviolette, whose appointment the SIU had protested, together with the company's nominee on the board, informed the Labour Minister that "no useful purpose" could be served by the

Board's proceedings. The SIU nominee on the Board was not consulted. Nevertheless, the Labour Minister accepted this recommendation, by the chairman and company nominee, as the report of the Board, and Upper Lakes immediately went into negotiations with Sheehan and a representative of the CLC regarding a contract for the Upper Lakes fleet.

The SIU sued in the Canadian courts to enjoin the Conciliation Board from passing on this issue because of the failure of the chairman of the Board to comply with the law in convening a meeting of the Board—a failure which prevented the Union nominee from being present at the meeting. The court issued a restraining order preventing the Conciliation Board from taking any further action. In spite of this court order, the Minister of Labor considered private correspondence from the chairman and company representative on the Board as a report, and thus gave Upper Lakes a pretext for locking out over 300 seamen in its employ. This disregard by a Government official of an order of the court was in part the subject of a Quebec Law Review article by a prominent Canadian attorney, Philip Cutler, who said: "The practical effect was that the court was ignored and left high and dry..."

The contract with CMU was negotiated, in Cleveland, early in April and was clearly illegal, since the Labour Minister, Michael Starr, had certified as the Conciliation Board report a document which stated on its face that it was not the Conciliation Board report, and since there had been no disposition of the contractual issues as provided for by the Canadian Industrial Relations Act. Action to declare this contract illegal is presently pending in the court.

As soon as this illegal contract with CMU was signed, Upper Lakes began to lock out of their jobs its approximately 300 SIU crewmembers, many of whom had been employees of the company throughout its 10-year contractual relationship with the SIU, and to replace these people with scab crews recruited by Sheehan.

Sheehan later conceded, under cross examination at the Government inquiry, that the CMU-Upper Lakes contract was negotiated before the new Upper Lakes crewmen were hired, and that no Upper Lakes employees helped to negotiate the contract "because we did not have the people in the union at that time."¹² This, then, is a classic example of a typical "sweetheart" agreement.

IX. THE SEAWAY BOYCOTT

By the spring of 1962, the Upper Lakes Company

OWNERSHIP AND OPERATION OF WHEAT KING AND NORTHERN VENTURE

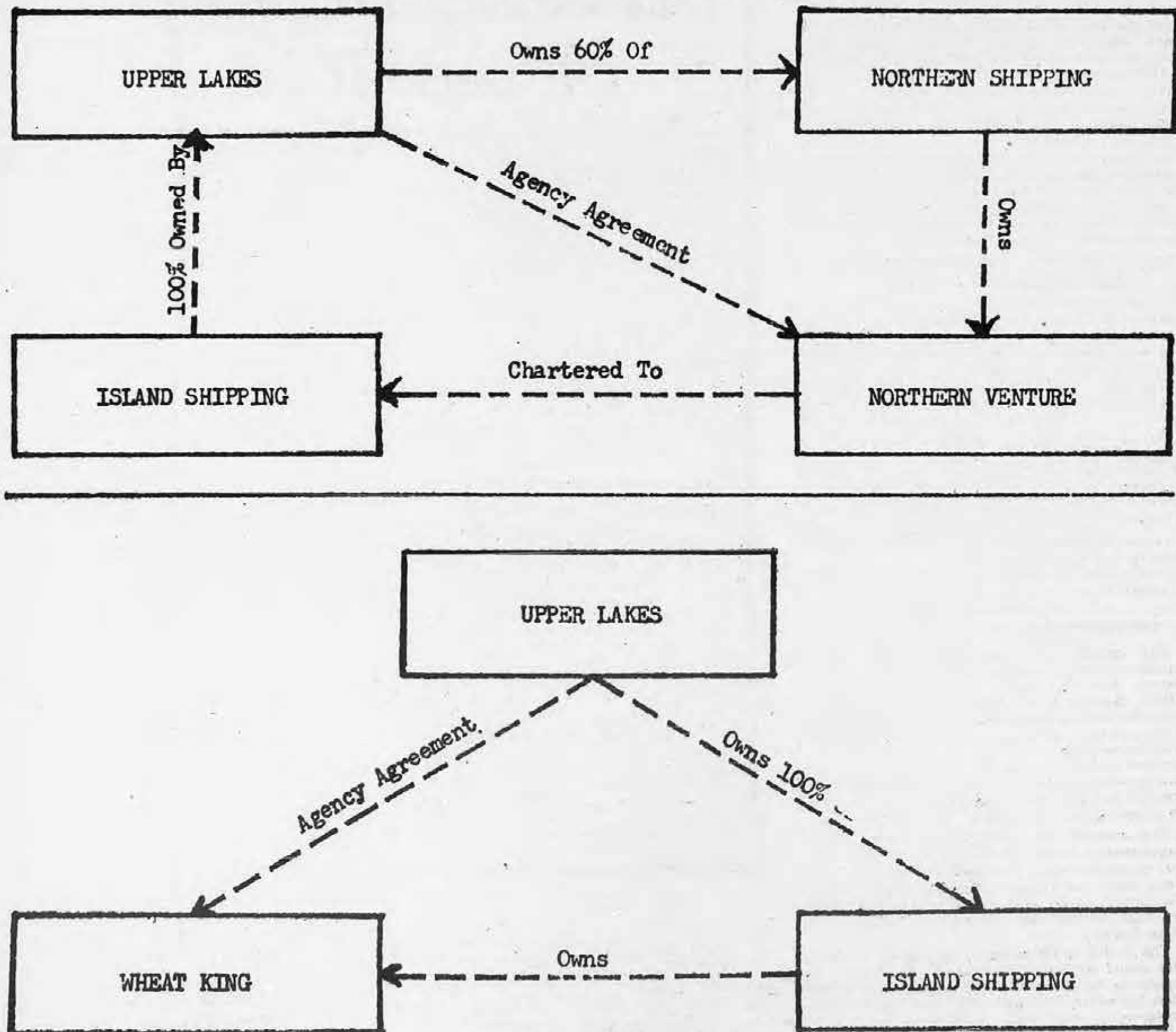


CHART 3

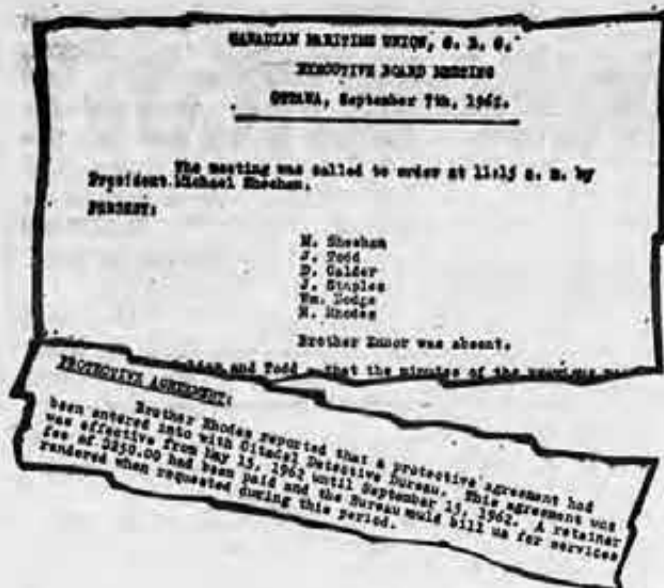


EXHIBIT F

had completed the second phase of its union-busting campaign against the SIU. It had broken off its contractual relations with the SIU in the midst of Canadian Conciliation Board proceedings. It had then signed an illegal contract with the CMU, which had no members, had locked SIU members out of their jobs and had begun to man its vessels with scab crews recruited by Sheehan.

In the face of this onslaught, the SIU, utilizing the traditional protective device of trade unions, moved to protect the job rights of its members by extending its picketing action to the entire Upper Lakes fleet. In this move it was supported by the AFL-CIO Maritime Trades Department and its affiliated unions in the United States.

This strong trade union support which the SIU of Canada received soon made it apparent that Upper Lakes could not destroy its contractual relationship with the SIU through a direct frontal assault upon the Union. On the contrary, as subsequently shown in the Government hearings, Upper Lakes was suffering severe financial losses in the attempt. (Exhibit D). A more drastic action was therefore decided upon and company representatives then met with representatives of the CLC and CBRT to bring about practical implementation of a plan for a boycott of SIU vessels in the St. Lawrence Seaway as a means of massing the forces of the Government and public opinion against the SIU.

During the next two months a series of meetings was held involving representatives of the company, CLC, CBRT, the Canadian Government, the Steelworkers Union, National Maritime Union, and other labor groups, both Canadian and American.

Out of these meetings came a boycott of SIU shipping—on July 5, 1962—which led to a closing of the St. Lawrence Seaway for some 30 hours, and which in turn touched off a Canadian Government inquiry into the causes of the dispute which precipitated this action.

These pre-boycott meetings which, in effect, brought to a culmination the conspiracy launched against the SIU at the beginning of 1961, are shown in Chart No. 4.

X. THE NORRIS INQUIRY

The boycott of SIU shipping through the St. Lawrence Seaway was carried out directly by Seaway Authority employees represented by the CBRT. Behind these CBRT members, however, were the marshalled forces of the CLC and other labor groups, working in a conspiratorial effort with the employer to bring the weight of the Government and public opinion to bear upon the SIU as a means of easing the economic pressure which the SIU was exerting upon the company through its picketing of Upper Lakes ships.

This intention was confirmed by CLC executive vice-president Dodge,¹³ and to this extent the boycott succeeded when the Canadian Labour Minister, Starr, named Mr. Justice T. G. Norris, of Vancouver, to sit as a one-man commission at hearings into the reasons behind the disruption of Great Lakes shipping.

The Norris inquiry began on August 7, 1962, and ended on March 15, 1963, after 107 days of testimony by witnesses for the SIU and spokesmen for other Canadian labor and management groups.

Out of all the welter of the direct examination, cross examination and conflicting testimony,

which characterized the 107-day life of the Norris inquiry, a number of salient facts stand out:

1. According to the terms of reference under which the Norris commission was set up, the Norris inquiry was supposed to explore, without bias, the roles of all parties, labor and management, who were involved in the disruption of Great Lakes shipping. It soon became apparent, however, that the employer, the CLC, the CBRT and their satellite labor groups collectively viewed themselves as the prosecutors in the inquiry and the SIU as the defendant.

2. The conspiratorial nature of the union-busting campaign against the SIU was extended even into the hearing room, where the company's attorney, John Geller, worked in close association with Maurice Wright, counsel for the CMU, CLC and CBRT, as well as a number of other Canadian labor groups, including the National Association of Marine Engineers and the Canadian Merchant Service Guild, an organization of Canadian merchant marine officers.

3. The star witness for the company and its labor allies was Sheehan, from whom came bitter, though unsubstantiated, allegations about SIU violence and the lack of internal union democracy. In this connection it is most interesting to note that Sheehan has since been ousted from the presidency of the CMU, which he obtained in the first place under the cloudiest of circumstances, since CMU had no members, and that he is now charging in a court suit that he was deposed illegally "by a rigged convention of CLC stooges."

Since falling from grace, Sheehan has also levelled charges against his former associates which are as vicious as any he hurled at the SIU from the witness box. Among other things, he has charged the CLC with setting back the rights of Canadian seamen 30 years by opposing free elections and union hiring halls and by supporting a company union (CMU) in a "sweetheart" deal with Upper Lakes. In particular, Sheehan has denounced the CLC officer—executive vice-president William Dodge, formerly of the CBRT—who was instrumental in setting up the CMU. Dodge, Sheehan has charged, has helped Upper Lakes set up a "do not ship" list to bar certain seamen from getting jobs, and has shown his disdain for the CMU membership by saying: "To hell with the members. They're not going to have anything to do with running this union." (Exhibit E).

4. Among the most significant revelations coming out of the Norris inquiry were those relating to the company's use of private detective agencies, armed guards and labor spies in its union-busting attempt against the SIU.

The testimony developed at the inquiry showed, for instance, that when the company recruited Greek immigrants to man the Wheat King, these men were put aboard a bus in front of a Montreal detective agency and were followed to the ship by two carloads of detectives.¹⁴ The testimony further indicated that the company had used private detectives to interrogate crewmembers, employed armed guards on its vessels, and used labor spies to photograph men picketing its ships in the States.¹⁵

The minutes of the CMU Executive Board meeting of September 7, 1962, further show that CMU made an agreement with the Citadel Detective Bureau, to render services, and paid this agency a retainer of \$250. (Exhibit F). It is interesting to note that this is the same agency to which Upper Lakes later admitted paying \$361,000.¹⁶

As a result of these disclosures, the SIU requested in the hearings that the company be ordered to make available its records showing the extent to which private detectives were employed. This request was denied by Justice Norris as irrelevant. However, Leitch, the head of the company, later conceded that company records showed an expenditure of at least \$361,000 for private detectives for one company alone. (Exhibit G.)

5. Among the other significant revelations coming out of the Norris inquiry, in addition to those concerned with the major Upper Lakes-CLC-CBRT conspiracy, were those concerned with the roles played by other labor organizations, as well as by Government officials in both the United States and Canada.

The jurisdictional dispute between the Steelworkers and SIU has already been pointed out, and it is interesting to note, as previously reported here, that William Mahoney of the Steelwork-

ers gave the CMU \$10,000. This was at the same meeting in Toronto at which it was announced that CMU expected to get the Upper Lakes contract, even though the SIU-Upper Lakes dispute over the contract was still in the conciliation procedure.

Further testimony showed that the NMU, another jurisdictional opponent of the SIU, contributed \$1,500.¹⁷

Also of interest is the role played in the dispute by various representatives of the American and Canadian governments. For instance, the "Resume of Facts" submitted by the United Steelworkers of America to the U.S. Board of Inquiry chaired by Judge Samuel Rosenman shows that a meeting was held in Montreal in January, 1962; that this meeting was attended by Sheehan, representatives of the Steelworkers and NMU, and other persons, and that the basic decision of the meeting was to support the CMU.

The "Resume of Facts" states that after the Montreal meeting, the Steelworkers' representative, Fred Neubauer, met for further discussions in Ottawa with a number of persons, including Louis A. Wiesner, labor attache at the American embassy; Bernard Wilson, chairman of the Canada Labour Relations Board; George Haythorne, Deputy Minister of Labour, and Michael Starr, the Canadian Labour Minister. Starr's role in appointing Laviolette as chairman of the Conciliation Board, and in accepting statements made by Laviolette and the company's nominee as the Board's report on the Upper Lakes dispute, despite the restraining order issued by the Canadian court, has already been cited.

6. Finally, the Norris inquiry can not be evaluated without reference to the manner in which the proceedings were conducted by Justice Norris—the one-man commission named by the Canadian Labour Minister, Starr.

Justice Norris' role in the proceedings can perhaps best be illustrated by reference to a representative sampling of incidents which took place during the hearings:

- On October 31, 1962, an attorney for the SIUNA felt obliged to end his participation in the case with the charge that the daily comments and judicial interpretations which characterized the proceedings had led him to conclude that the SIU was being pre-judged.

- Just before this SIUNA attorney left the case, another SIU attorney, Joseph Nuss, tried to object to the fact that opposing counsel were weighting their questions by adding comments of their own, but was told by the judge not to "obstruct" the hearings.

- On November 8, 1962, Nuss was obliged to protest that the CLC attorney, Wright, had been permitted to read long documents into the record, but that he had been denied similar permission, after objections by Wright. Nuss pointed out specifically that the day before, he had been refused permission to read letters from unions supporting the SIU, while the opposing counsel had been allowed to read newspaper stories which touched off a bitter attack by the judge upon the SIU.

- On the same occasion, Nuss was also obliged to point out that opposing counsel were permitted to make unsupported allegations and inflammatory statements against the SIU late in the day, so that these charges were published by the evening newspapers with no opportunity for rebuttal by the SIU.

- On a number of occasions the judge impugned the intelligence and integrity of the SIU's attorneys with words such as "stupid"¹⁸ and "ineptitude and wilfulness."¹⁹

- On February 1, 1963, SIU counsel Gordon Henderson asked Judge Norris to disqualify himself on the technical ground that he had previously represented one of the parties. (Norris had served as counsel for the SIU in 1953 and 1954.) Both Wright and Geller, the CLC and company lawyers, objected to the motion and the judge later rejected it in a ruling which "was rendered in less than 30 seconds," according to the Montreal Star of February 13, 1962.

CONSPIRACY TO PROMOTE SEAWAY BOYCOTT

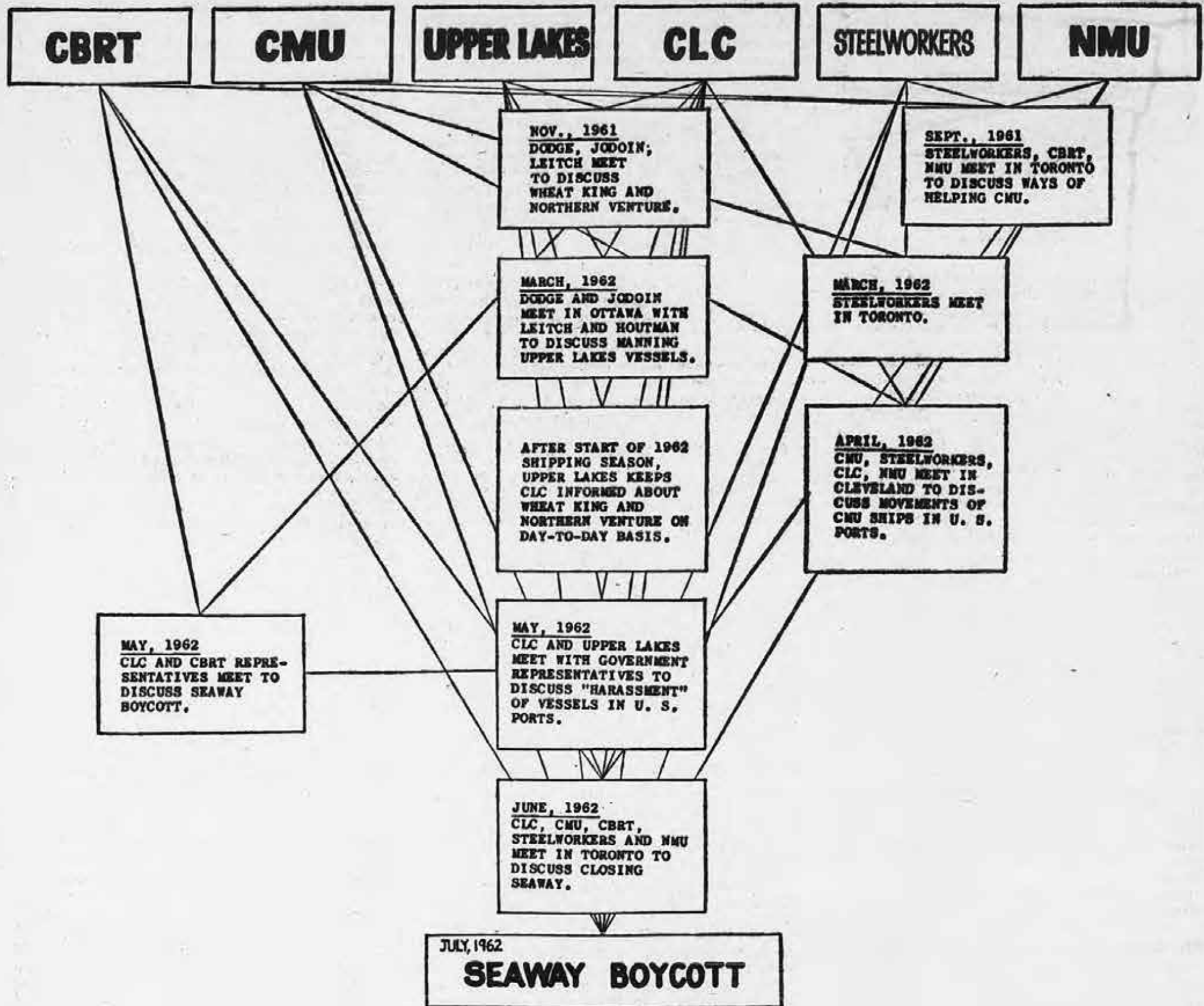


CHART 4

• By March 11, 1963, the SIU was obliged to conclude, through its counsel, that "this commission is not in a fit position to give a report to the Minister of Labour," and Attorney Nuss submitted a six-point motion asking the judge to disqualify himself because of bias. The six points were as follows:

- a) Judge Norris had pre-judged a number of matters before the completion of evidence and argument.
- b) The judge had applied the rules of evidence inconsistently.
- c) The judge had restricted the SIU and its counsel in adducing evidence.
- d) The judge had made remarks which had impeded the SIU's cross-examination of witnesses.
- e) The judge had acted against the interests of the SIU in pre-disposing of certain allegations.
- f) The judge had subjected the SIU lawyers to abuse.

Both Wright and Geller, the CLC and company lawyers, again teamed up to denounce the SIU

motion and the judge rejected it. The following day, March 12, Nuss was therefore obliged to tell the judge that "the SIU feels no useful purpose can be served by presenting an argument to the commission," and the SIU ended its participation in the hearings.

XI. THE COMMUNIST THREAT IN CANADA

No discussion of the SIU-Upper Lakes controversy would be complete without reference to the communist threat which persists on the Canadian waterfront and which could spill over into the States via Great Lakes shipping.

It should be noted, first of all, that in the 1930s many Canadian seamen were represented by the Canadian Seamen's Union, which was affiliated with the SIU of North America. The CSU, however, fell under the control of known communists and shortly after the outbreak of World War II, in 1939, a number of CSU officials were interned by the Canadian Government, for national security reasons, and were released only after Germany attacked the Soviet Union.

This communist domination of the CSU was of extreme concern to the SIUNA. The SIUNA therefore expelled the CSU and during the latter 1940s began an organizational campaign among Cana-

dian seamen to drive the communists out of Canadian maritime, particularly on the Lakes.

The Cominform, the apparatus established by the Soviets to spread communism throughout the world, had instructed all organizations under its control to disrupt the waterfronts of the Western nations, wherever possible, particularly to sabotage Atlantic Pact shipments and Marshall Plan aid to the democratic countries. The CSU, as noted in Section IV, was then actively engaged in carrying out these instructions.

The SIU's organizing campaign, to break the communist grip, was successful and by 1949-50 the union which is presently the SIU of Canada had obtained the allegiance of Canadian seamen and signed contracts with all major Lakes operators except Upper Lakes, whose personnel manager, Houtman, as previously noted, was formerly secretary-treasurer of the CSU.

It is also public knowledge that representatives of CBRT affiliates in the maritime field are supporters of the communists in Canada and participate in party affairs. In fact, a number of CBRT officers and representatives, including vestiges of the old communist-controlled CSU, have clearly identified themselves with the raising of funds for the communist party in Canada and have so advertised in the "Pacific Tribune Press," which is

Cost Shipowner \$361,000

By ROBERT RICE
OTTAWA — (CPI) — The president of Canada's second largest shipping company on the Great Lakes told a federal inquiry yesterday he spent \$361,000 on hired detectives in the last two years because he was...

J. D. Litch of Upper Lakes Shipping Ltd., 42, said the detectives were hired to protect the company's ships and their crews against violence and harassment in a fight against the Seafarers' International Union of Canada. Mr. Litch was testifying before Mr. Justice T. G. Norris' seven-man investigation of labor strife and shipping disruptions on the Great Lakes.

BLAMES BANKS
The shipowner, who heads companies worth an estimated \$70 million, blamed the SIU and its U.S.-born president, Hal C. Banks, for terrorism and gangsterism in the maritime industry.

He traced the history of his labor fight with the SIU to 1961—a dispute that culminated in an outright break in relations with the SIU last April and a new pact with the SIU's rival, the Canadian Maritime Union (CMU).

Chris Dubin, commission lawyer, said investigation of Upper Lakes' books showed that more than \$361,000 had been paid to detective agencies during the fight against the SIU.

EXHIBIT G

Toronto Star, Feb. 14, 1963

the Canadian counterpart of "The Worker" in the States. CBRT officials have also openly participated in such activities as the communist May Day parades in Canada. Photographic evidence in the possession of the SIU, for instance, shows that two banner-waving participants in the May Day parade in Vancouver in 1960 were William Mozdir, who was vice president of CBRT Local 400, and William Brannigan, who was the financial secretary of the same local. (Exhibit H).

The testimony developed at the Norris inquiry showed clearly the intertwined relationship which existed, and still exists, between the CBRT and CMU. It showed, for instance, as previously discussed, that the alien Greek immigrants recruited for the Wheat King, as well as the scab crews obtained by Sheehan for the Northern Venture were first drummed into the CBRT as a prelude to being turned over to the CMU, that the CBRT was instrumental in creating the CMU, and that it was the CBRT which spearheaded the Seaway boycott in a move to aid the CMU.

The virtually inseparable relationship of the CMU and the communist-tinged CBRT makes it apparent that communists and communist sympathizers are still in positions from which they can exert influence on Great Lakes shipping which poses a threat not only to the national security of Canada but to the national security of the United States—a threat which must be completely stamped out.

XII. CONCLUSION

As can be seen in the foregoing sections of this paper, the dispute between the Upper Lakes Shipping Company and the Seafarers International Union of Canada is purely a trade union beef which has only two essential elements:

1) A powerful Canadian shipping company, which is part of an enormously wealthy and complex American industrial dynasty, has illegally broken a 10-year contractual relationship with the SIU of Canada, has locked some 300 SIU crewmembers out of their jobs, has replaced them with scab crews and has signed a contract with a puppet union which has publicly been branded by its former president as a "company" union.

2) Actively aiding and abetting this company's union-busting attempt, in gross violation of the basic principle of trade unionism, have been the Canadian Labour Congress, the Canadian Brotherhood of Railway Transport and General Workers, and such long-time jurisdictional rivals of the SIU as the Steelworkers Union and the National Maritime Union.

In a flagrant and shameless attempt to obscure the basic union-busting nature of this beef, and to whitewash their own anti-union activities, the enemies of the SIU have introduced into the combat arena issues which are entirely irrelevant and extraneous.

As a glaring example of this, one should recall that witnesses for the CLC, CBRT, CMU and

Upper Lakes Company spent virtually all their time in the witness box, during the Norris hearings, hurling against the SIU allegations of violence, dictatorship, corruption and other sins. The most vociferous of these witnesses was, of course, Michael Sheehan, who, as noted, has since reversed his field and is now hurling the same allegations at his former benefactors.

Without going at all into the merits of these allegations, or even trying to defend the SIU of Canada against charges which were never substantiated anyway, one may simply ask two questions:

1) How do these charges of impropriety in the SIU's internal operations alter the fact that a powerful Canadian shipping company has illegally broken its SIU contract, has locked some 300 crewmembers out of their jobs, has manned its ships with scab crews and signed a contract with a puppet company union?

2) How do these charges alter the fact that the Canadian Labour Congress, the CBRT and other Canadian and American labor organizations have aided and abetted the union-busting attempt of an employer, in violation of the basic tenet of trade unionism?

The fact is that the basic trade union character of this beef can not be altered by these charges and allegations of impropriety in the SIU's internal operations.

The fact that Upper Lakes was ready and waiting for the CMU, at the very moment that Sheehan and his friends in the CLC and CBRT were painting the SIU as a sinful and corrupt organization is too pat a situation to be accepted as a coincidence. In addition, the fact that the company lawyer, acting in concert with the CLC lawyer, spent so much time and effort during the Norris hearings in an attempt to show SIU corruption, makes the motivations here suspect, and lends credence to the assertion that all of the charges and allegations hurled at the SIU by witnesses for the company and its labor allies were merely a carefully planned smokescreen designed to obscure the basic union-busting nature of this beef.

Certainly, all the facts here makes it plain that as soon as the extraneous issues and external trappings are stripped away, the basic union-busting nature of this beef emerges in all its naked ugliness.

Nothing that the company or its partners in labor have said or done throughout this lengthy

beef can alter this simple fact, provide a rationale for Upper Lakes' actions, or justify the role which segments of Canadian and American labor have played in abetting an employer's union-busting campaign.

Moreover, the extent of American ownership in Upper Lakes, of approximately two-thirds, as first fully revealed in the recently-concluded inquiry, is a classic example of Americans (the Norris family) refusing to invest in and buy American. Although the Norris family enjoys the benefits of the American way of life, they have nevertheless failed and refused to discharge their responsibilities to American citizens by maintaining and operating vessels under the American flag, and thus providing job opportunities for American seamen. On the contrary, they invested in a foreign country in a trade (Great Lakes shipping) in which American seamen have historically engaged. Such conduct by the Norrises constitutes a basic cause and justification for protest and economic activities by American seamen and their families.

REFERENCES

1. Transcript, Norris Commission hearings, page 14570, lines 26-29.
2. Transcript, page 3008, lines 24-29.
3. Transcript, page 2629, lines 2930; page 2630, lines 1-8 and 11-17.
4. Transcript, page 2671, lines 17-21; page 2681, lines 11-12; page 2682, lines 5-13.
5. Transcript, page 2689, lines 3-25.
6. Transcript, page 2684, lines 19-27; page 2688 lines 15-16; page 2688, line 28 to page 2689, line 2; page 2699, lines 7-9; page 2703, lines 14-28.
7. Transcript, page 2705, lines 3-26.
8. Transcript, page 2112, lines 15-29.
9. Transcript, page 5401, lines 18-30.
10. Transcript, page 5058, lines 22-30; page 5059, lines 1-2.
11. Transcript, page 5401, lines 4-7; page 5059, lines 21-22.
12. Transcript, page 2871, lines 18-23; page 2870, line 27 to page 2871, line 4.
13. Transcript, page 5104, lines 5-29.
14. Transcript, page 433, lines 11-13.
15. Transcript, page 1350, line 27 to page 1356, line 15; page 650, line 5 to page 660, line 5.
16. Transcript, page 14570, lines 8-10; page 14571, lines 16-26; page 14573, lines 18-21.
17. Transcript, page 5240, lines 7-9 and 17-21.
18. Transcript, page 5910, lines 13-14.
19. Transcript, page 12696, lines 23-26.



EXHIBIT H

Positive proof that Canadian Brotherhood of Railway Transport and General Workers is communist-tinged is given in these photos of communist May Day parade in Vancouver in 1960. In photo above, banner-waving marcher, identified by arrow, is William Mozdir, who was vice-president of CBRT Local 400 at that time. At right, arrow identifies William Brannigan, former financial secretary of CBRT Local 400.



(Continued from page 2)

attack on an SIU official on the West Coast.

e) He ignores the Ontario Supreme Court decision of June, 1963 which quashed the proceedings of a Labour Relations Board because one of the Board members was associated with a labor organization whose avowed purpose was to destroy the applicant union appearing before the Board. Contrast this with the action of the Commissioner in labeling as false the SIU contention that it did not receive fair treatment from the Canada Labour Relations Board, which when considering an SIU matter, allowed an officer of the CLC—Donald McDonald—to sit in judgment on the SIU, even though he represented an organization whose avowed object was to destroy the SIU.

The above matters were widely reported and the Commissioner's failure to take account of them in his report can be explained only as an unwillingness to accept the fact that some of his main assumptions are wrong.

USE OF PRIVATE DETECTIVES

The hearings revealed that \$361,000 was spent by Upper Lakes with one company alone, for private detectives, which consti-

tuted a private army. Notwithstanding this shocking revelation, the Commissioner refused the SIU's request for Upper Lake's records which would reveal how these funds were disbursed and more important, for what purpose. The history of the labor movement demonstrates that such private police forces constitute a threat to the safety and security of workers and the established law, which is intended to foster collective bargaining.

The entire matter of the use of private detectives in labor disputes should be the subject of legislative consideration for Parliament, with a view to requiring the filing and disclosure of information and reports by companies using such agencies in labor matters, if not the outlawing of their use entirely in such situations.

IRRESPONSIBILITY OF THE CLC LEADERSHIP

It is a tragic commentary that the leadership of CLC and CBRT saw fit to abandon sound trade union principles when they permitted their organizations to be used by the Upper Lakes shipping interests in the plan to destroy the union protection and job security of the company's employees, by signing a sweetheart contract with Upper Lakes for a non-existent union.

The sweeping anti-union recommendations called for in the report point up the clear danger to the future of the trade

union movement inherent in the kind of collaboration with the enemies of labor, of which the CLC and CBRT leaders are guilty.

In so far as the SIU is concerned, its conscience is clear because it has acted throughout the dispute according to established trade union principles, in the best interests of the welfare and security of the people it represents.

CONCLUSION

It is our contention that the Commissioner failed to carry out his mandate; that instead, he used it as a springboard for his personal animosity and that of others. He demonstrated throughout the proceedings and his report his total disregard for our long-developed and much admired system of justice.

It must be remembered that this Commission was not a court—that the report is not a judgment. Had the SIU been charged in a court and that court conducted the proceedings in the manner in which the Commissioner did, the people of this country would have made known clearly their fear and disrespect for such procedures and their desire that our time-honored principles of justice be enforced. This is the danger in such an inquiry. The Commissioner is entrusted with wide powers, with wide discretion, which if used arbitrarily and unequally between the parties, makes

a mockery of the rights of citizens and opens them to public abuse, to scandalous charges and accusations and to libel and slander.

In view of all the circumstances in this matter, we have sent today the following telegram to the Minister of Justice:

"Hon. Lionel Chevrier,
Minister of Justice
Department of Justice
Ottawa

There is already evidence of mounting concern over the unprecedented, sweeping and undemocratic nature of Commissioner Norris' report, and recommendations, issued on July 15, 1963. The report and recommendations reflect the manner in which the hearings were conducted. The SIU repeatedly protested the conduct of the Commissioner in that he: 1) Discriminatorily restricted the right to produce evidence; 2) Discriminatorily applied the rules of evidence; 3) Discriminatorily restricted the right of counsel to examine and cross-examine; 4) Subjected SIU counsel to continued flagrant and violent abuse. In view of the foregoing, we respectfully request the Department of Justice immediately investigate or cause to be investigated impartially the proceedings of the Commission.
Seafarers International Union of Canada"

Summary Of SIU-Upper Lakes Beef

THE dispute between the Upper Lakes Shipping Company and the Seafarers International Union of Canada arises out of a vicious union-busting attempt by a wealthy, powerful, American-based industrial dynasty to destroy the SIU of Canada as a militant fighting force in behalf of Canadian seamen's wages, conditions and benefits. Actively aiding and abetting this employer's anti-union campaign, in violation of the basic principle of trade unionism, have been the Canadian Labour Congress, the Canadian Brotherhood of Railway Transport and General Workers, and certain avowed jurisdictional enemies of the SIU on both sides of the border—notably the Steelworkers Union and the National Maritime Union. Following are the most important elements in this SIU-Upper Lakes beef:

• **THE NORRIS INDUSTRIAL EMPIRE.** The Norris industrial empire is an immensely wealthy and powerful industrial dynasty with vast business interests in both the United States and Canada. In virtually all of its activities, in both the States and Canada, this industrial empire has been notoriously anti-union. The Canadian shipping arm of this empire is the Upper Lakes Shipping Company, which has been spearheading the union-busting attack on the SIU of Canada.

• **THE SIU-UPPER LAKES RELATIONSHIP.** Upper Lakes, whose personnel manager was formerly secretary-treasurer of the old communist-dominated Canadian Seamen's Union, was the last major Canadian-flag Great Lakes operator to come under an SIU contract, in 1951. Since then, the company has made repeated attempts to destroy the SIU. In 1952, the company attempted to do this through James Todd, who had been fired on his job as SIU port agent in Fort William. This plan failed because the SIU was a member in good standing in the Canadian labor movement and neither Todd nor the company was able to command the support necessary to carry out their scheme. By 1961, however, certain jurisdictional differences had arisen between the SIU and other Canadian unions and the company seized this opportunity to renew the union-busting attempt which had lain dormant for nine years, but which had never been forgotten.

• **THE SIU'S ROLE IN THE CANADIAN ECONOMY.** Since becoming established in Canada in 1949, the SIU has raised the wages, conditions and benefits of Canadian seamen to near-American levels. This has antagonized Canadian industry generally, which is largely American-owned, and which is anxious to exploit Canadian labor as much as possible. It has specifically antagonized Canadian ship operators who would like to see the wages and conditions of Canadian seamen pegged to British levels, which are much lower than American levels, and it has also antagonized other Canadian labor unions which have been criticized by their memberships for failing to keep step with the SIU's pace-setting progress. This is one reason why labor and management elements in Canada have seen fit to join forces in a concerted attack upon the SIU of Canada.

• **RELATIONS BETWEEN THE SIU OF CANADA AND OTHER CANADIAN LABOR GROUPS.** Besides being antagonistic toward the SIU because of its pace-setting gains in wages and conditions, other Canadian unions have been antagonistic toward the SIU because of its attempts to extend these gains to workers in all areas of the National Association of Marine Engineers and the communist-tinged marine section of the Canadian Brotherhood of Railway Transport and General Workers, one of the most powerful affiliates of the Canadian Labour Congress. Because of its jurisdictional differences with these unions, and the fact that the CLC sided with them, the SIU severed its connection with the CLC in 1960.

• **RELATIONS BETWEEN THE SIUNA AND OTHER AMERICAN LABOR GROUPS.** On the States side of the Lakes, the Seafarers International Union of North America has been involved in jurisdictional disputes with both the Steelworkers Union and the National Maritime Union. Both of these unions therefore seized the opportunity to join in the effort to smash the SIU in Canada, even though this meant supporting the position of the employer in violation of the basic principle of trade unionism.

• **MICHAEL SHEEHAN.** Michael Sheehan is a disgruntled former SIU patrolman who was expelled from the Union in February, 1961, for working with dual and hostile organizations and otherwise violating the provisions of the SIU constitution. After breaking with the SIU, Sheehan held meetings with officials of the CLC, CBRT and other labor groups, as well as with officers of the Upper Lakes Company. Out of these talks came the formation of the Canadian Maritime Union of which Sheehan was elected first president, although this "union" had no members at that time. Sheehan has since been replaced as the president of CMU and now concedes that this is a company union which has signed a sweetheart agreement with Upper Lakes.

• **UPPER LAKES' UNION-BUSTING CAMPAIGN AGAINST THE SIU.** Upper Lakes began its union-busting campaign against the SIU in the spring of 1961 when it brought out two new ships and operated them under foreign-flag subsidiaries in order to evade its contractual responsibilities toward the SIU. The first ship, the Wheat King, was ultimately manned by the company with Greek immigrants. The second ship, the Northern Venture, was manned with scabs recruited by Sheehan. Both of these crews were drummed into the CBRT as a prelude to turning them over to the CMU, when it was set up. Later that year—in October, 1961—the company flatly refused to renegotiate the SIU contract which covered the vessels of the Upper Lakes fleet. The contractual dispute then went into conciliation, but before the issues could be resolved, in accordance with the terms of the Canadian Industrial Relations Act, the company signed a contract with the CMU, which still had no members, locked its 300 SIU crewmembers out of their jobs and replaced them with scabs whom Sheehan had recruited during the winter lay-up. The SIU now has a court action pending to hold this CMU contract illegal.

• **THE SEAWAY BOYCOTT.** Because of the lockout, the SIU began to picket Upper Lakes vessels. So effective was this picketing that the company and its labor allies decided on retaliatory action. A series of meetings then was held in which, attending at various times, were representatives of the company, the Government and the CLC, CBRT and other labor groups. Out of these meetings came a boycott of SIU shipping through the St. Lawrence Seaway on July 5, 1962. As a result of this boycott, the Seaway was shut down for some 30 hours, and this touched off a Canadian Government inquiry into the reasons for the disruption of shipping.

• **THE NORRIS INQUIRY.** The Canadian Government inquiry was conducted by a one-man commission composed of Justice T. G. Norris, who had been an SIU counsel in Vancouver, but who had been relieved of his duties in behalf of the Union. Because of his previous association with the Union, Justice Norris was asked by the SIU to disqualify himself from conducting the hearings, but he refused. The hearings lasted from August 7, 1962 through March 15, 1963, and throughout this period the judge continued to conduct the proceedings in a manner which finally made it necessary for the SIU to file a six-point motion asking the judge to disqualify himself because of bias. Judge Norris refused to disqualify himself and the SIU was then obliged to leave the proceedings with the comment that "this commission is not in a fit position to give a report to the Minister of Labour."