

An Intercoastal Body. Second of four trailership conversions for intercoastal operation by SIU-contracted Sea-Land Service gets underway at Hoboken, NJ, shipyard with arrival of specially-built midbody to fit between bow and stern of basic T-2 tankers cut apart for insertion of new midsection. This section is for the new SS San Juan due out by September. The other two ships will follow in December. (Story on Page 4.)

Are Realistic Maritime Policies Ahead?

President's
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Implies
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Laud SIU Strike Aid. Danish Sailors and Firemen's Union New York representative Johannes Nielsen presents a commemorative plaque to SIU president Paul Hall thanking the Union for its support during a strike last May. Looking on (left) are Thedy Nielsen, bosun on the Leader Maersk, one of the struck ships, and Michael Carlin, representing the Maritime Trades Department's International Division. Seafarers and members of other MTD unions assisted the Danish strikers in winning a wage beef. (Story on Page 2.)

FRENCH, ITALIAN MARITIME UNIONS SIGN MTD PACTS

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NMU Seeks Scab Role In Robin Line

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SIUNA TAXI UNION WINS TOP GAINS IN CHICAGO BEEF

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Pictured at ship's meeting in Brooklyn Army Base, Seafarers aboard Robin Trent approve SIU headquarters report on attempt by National Maritime Union to raid Robin Line fleet. NMU moved for representation vote as SIU prepared for negotiations with all contracted operators.

NMU Looms As Strikebreaker

NMU Tries Raid On Robin Line As SIU Opens Pacts

NEW YORK — Acting under the standard terms of its agreements, the SIU this month forwarded formal 60-day notice to all contracted companies that it wishes to open negotiations covering its collective bargaining agreements. Present one-year pacts expire on June 15.

In the midst of the SIU headquarters action on contract negotiations, the National Maritime Union emerged as a potential strike-breaking agency when it moved for a raid on the SIU-contracted Robin Line ships. The NMU has petitioned the National Labor Relations Board for a vote covering all vessels owned by Moore-McCormack, an NMU company which owns the Robin Line vessels that have been represented by the SIU for more than 20 years.

Since no labor dispute exists in Robin Line, the NMU maneuver is seen as clear evidence of irresponsibility in seeking to create an atmosphere of disorder and controversy in maritime labor relations.

The NMU itself recognized the SIU's right to represent these vessels in a written agreement after the NLRB held that the SIU had the absolute right to retain its jurisdiction in the fleet. The SIU position was also upheld in the courts.

In the course of the dispute arising out of the original Mooremac purchase, the SIU re-established its right to continue to represent Robin Line crewmembers by one of the most lopsided election victories ever recorded under the auspices of the NLRB. The NMU raiding attempt in 1957 failed when the SIU clearly won bargaining rights over seven of the eight vessels in dispute.

During the voting on one vessel, even NMU members cast their ballots for the SIU in obvious protest against their own union's raiding actions.

The NMU move for a vote at this time was characterized by SIU president Paul Hall as a possible strike-breaking attempt. He noted that NMU president Joe Curran had picked a time for this action when the SIU is entering into negotiations for renewal of agreements with its contracted operators, including Robin Line.

"As a consequence he said, 'a strike is always a possibility. In such an event, Curran's action certainly could only be regarded as a strike-breaking tactic.'"

The NMU petition is in direct violation of the AFL-CIO Internal Disputes Plan adopted at the Federation's convention last December. This plan provides that "no affiliate shall organize or attempt to represent employees as to whom an established collective bargaining relationship exists with any other affiliate."

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.

Danes Laud Strike Aid From SIU

NEW YORK—The Danish Sailors and Firemen's Union has presented a plaque to SIU president Paul Hall in appreciation of the Union's support during the Danish seamen's strike in US ports last May.

Presenting the plaque to Hall were Johannes Nielsen, union representative in New York, and Thedy Nielsen, bosun on the Leader Maersk, which was one of the struck vessels picketed in New York.

Struck Last April

The Danish seamen struck for higher wages and better working conditions last April and the strike was supported by American maritime unions, including the SIU and its affiliates, as well as the International Longshoremen's Association, the Maritime Trades Department and MTD port councils.

The strike ended in May after the seamen voted to accept a new contract offered by shipowners. The companies had attempted to break the strike by hiring scabs but this maneuver failed.

After the seamen went back, the Danish union cabled the SIU from Copenhagen expressing appreciation for "your fraternal cooperation and demonstration of sympathy."

Wage Increase

The contract granted the Danish seamen an increase of about \$20, bringing their average wage up to \$145 per month. The shipowners had originally offered a smaller \$13 increase.

However, no settlement was reached concerning the union's protest on the hiring of seamen in Far East ports at far below union scale, a practice prevalent among European operators to undercut their own nationals.

Advance Meeting Schedule For West Coast SIU Ports

SIU headquarters has issued an advance schedule through September 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 a resolution adopted by the Executive Board last December. 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
May 21	May 23	May 25
June 18	June 20	June 22
July 16	July 18	July 20
August 20	August 22	August 24
September 17	September 19	September 21

(See page 5 for regular monthly meeting schedule for all SIU constitutional ports.)

'Railway Labor Act' Asked For Shipping

WASHINGTON—Legislation to extend the Railway Labor Act to cover maritime labor disputes has been introduced in the House by Rep. Herbert C. Bonner (Dem.NC), chairman of the House Merchant Marine Committee. His proposal came at the outset of hearings now being conducted by his committee on a wide range of shipping problems.

The Railway Labor Act provides numerous mechanisms for dealing with railroad and airline labor disputes and calls for lengthy procedures to stall off strike action against the railroads when management arbitrarily sought the right to eliminate jobs.

After exhausting all the procedures established under the act during 15 months of contract negotiations last year, the RMR was forced to take strike action against the railroads when management arbitrarily sought the right to eliminate jobs.

Manning Not An Issue

Since manning on the tugs had not been an issue previously, the strike was the only means left to deal with the unilateral attempt by the railroads to do away with jobs and was successful in that effort. Today, 15 months after the strike and after 2½ years of negotiation within the confines of the railroad act, management is still seeking job-cutting action.

The Railway Labor Act provides numerous mechanisms for dealing with railroad and airline labor disputes and calls for lengthy procedures to stall off strike action against the railroads when management arbitrarily sought the right to eliminate jobs.

Questions Proposal

SIU president Paul Hall has questioned the Bonner proposal because it fails to deal with any of the fundamental difficulties confronting the maritime industry. "As can be seen from the experience of the railroad industry, the Railway Labor Act is no cure-all for economic ills," he stated.

A classic example of the workings of the Railway Labor Act is the current situation involving the SIU Railway Marine Region, whose members man railroad tugboats and ferries for seven eastern rail-

In the event the Bonner proposal becomes the subject of public hearings, the SIU has announced its intention to place into the record its full position on this proposal and on other matters affecting the well-being of the American Merchant Marine.

SIU, African Dock Leader Hold Talks

Discussions on maritime problems of mutual interest were held at SIU headquarters on the 13th and 17th of April with James Denis Akumu, leader of the East African Dock Workers Union, of Mombasa, Kenya.

Akumu, who has been on a visit to the United States sponsored by the US Department of Labor, has also had meetings with the International Longshoremen's Association. Accompanying Akumu on his visit to the SIU was Irving J. Brown, longtime AFL-CIO overseas representative and newly-appointed as United Nations representative of the International Confederation of Free Trade Unions.

Friend Of Mboya

The East African labor leader is a close associate of Tom Mboya, who is expected to play a leading role when Kenya achieves its independence within the British Commonwealth. Mboya is known to have a trade union philosophy which is close to that of the AFL-CIO and has intimate relationships with top Federation leaders.

Akumu's union is the strongest longshoremen's group on the East African coast. It has 6,000 members who service the ships on the East African run, the traditional ports of call for the Robin Line. His group is now discussing amalgamation with the East African Seamen's Union, which also has its headquarters in Mombasa.

Akumu said that at present,



Recent visitor at headquarters was James Denis Akumu, leader of the East African Dock Workers Union at Mombasa.

dockworkers in Mombasa put in a 43-hour week at a wage rate equivalent to \$1.30 a day in United States currency.

Meets Trinidad Unionists

Participating in the discussions with Akumu were the four officers of the Trinidad Seamen and Waterfront Workers' Trade Union,

which is affiliated with the SIU. They have been in the US studying the operations of the SIU and the ILA, including contracts, hiring procedure and pension and welfare benefits.

The Trinidad union is now entering into negotiations covering the Alcoa foreign-flag vessels which operate between the island and Mobile. It recently won recognition as bargaining agent on these vessels.

SEAFARERS LOG

April, 1962 Vol. XXIV, No. 4



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Published monthly at the headquarters of the Seafarers International Union, Atlantic, Gulf, 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.



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Representing the Greek Seamen's Union in New York, Alexander Pardalakis (left) attends meeting on mutual problems with SIU exec. vice-president Cal Tanner. Looking on (standing) is Peter Loleas of MTD's International Division.

French, Italian Marine Unions Sign MTD Pacts

NEW YORK—The International Division of the Maritime Trades Department has completed additional mutual aid pacts with foreign transport unions, Thomas W. (Teddy) Gleason, executive director of the Division, has announced.

He revealed that mutual aid pacts have been signed with representatives of French seamen and transport workers who speak for the Force Ouvriere, the principal anti-Communist grouping in French labor. Similarly, a pact has been signed by an Italian longshoremen's union representing anti-CP dock workers.

The agreement with the French unions covers approximately 40,000 workers in the National Federation of Merchant Marine Employees, the Federation of Merchant Marine Officers, Federation of Transport Workers and National Federation of Port & Dock Workers. The Italian pact is with the

National Federation of Dock Workers.

Previous agreements were signed by the MTD's International Division with the Maritime Federation of Chile and the longshoremen's union of Venezuela.

The European agreements were signed in Paris by the International Division's European representative, Edwin P. Wilson. Signing for the French were J. Philipps of the Federation Nationale de la Marine Marchande; Guy Gendron of the Federation des Officiers de la Marine Marchande, Pierre Felce of the Federation Nationale des Transports and Jean Duniau of the Federation Nationale des Ports et Docks. The Italian agreement was signed by Filippo Tealdi of the Nazionale Lavoratori Portuali.

Are Realistic Maritime Policies Ahead?

President's Message Implies Need To Overhaul 1936 Act

House Group Report Raps Lopsided Subsidy Program

WASHINGTON—Awareness that something may be wrong with existing maritime policies has been expressed in two recent documents coming out of Washington. One of these is the President's message on transportation; the other is a House subcommittee report.

Potentially far-reaching moves to get the American-flag merchant marine out of the doldrums are indicated in a special message on transportation submitted to Congress by President John F. Kennedy. The recommendations and directions of the President strongly imply a projected overhaul of the 1936 Merchant Marine Act to meet the changed circumstances of US foreign and domestic trade.

Another report dealing with maritime, submitted by the House Antitrust Subcommittee chaired by Rep. Emanuel Celler (Dem.-NY), has expressed pointed criticism of the existing maritime subsidy program. The committee report denounced the "highly privileged coterie" of subsidized companies who have reaped the benefits of the 1936 Act "while other segments of the American merchant marine have been the subject of discrimination."

A number of statements in the President's message call for examining defects of maritime operations in several major areas to remedy faults which have long been pointed out by the SIU and the AFL-CIO Maritime Trades Department. The SIU position on cargo preference administration was, in effect, sustained by President Kennedy, who specifically called upon every US agency to enforce this law. The Union has repeatedly charged violations of "50-50" by several agencies, such as Agriculture and the Military Sea Transportation Service.

The SIU has maintained that the trade route concept of the 1936 Merchant Marine Act has been outmoded by the shift of American foreign commerce into

bulk cargoes such as iron ore, bauxite and agricultural products. The SIU has also held, as the Celler report charges, that the ex-

(Continued on page 4)

Runaways Working US Missile Range

A Liberian-flag carrier with unseaworthy vessels has been servicing US missile range tracking stations, the SEAFARERS LOG learned this month. The company is currently operating under a contract with the Military Sea Transportation Service which was let in 1957.



Crewmembers of these vessels, of course, are foreign nationals who do not have clearance from the United States Government. The only security requirement imposed by the authorities is that the skipper and chief engineer must be American citizens.

The company involved is owned by the Cape Canaveral International Corporation. It operates a number of LSMS under the Liberian flag and carries a wide variety of supplies to various Atlantic range stations, including equipment and base housekeeping supplies.

It is reported that the United States Coast Guard will not certificate these vessels because of previous cases of structural failure.

Use of the Liberian-flag vessels and foreign crews on the missile range is particularly astonishing in light of the fact that Seafarers who are employed on the Suwannee missile ships are required to obtain special Government clearance.

Highlights Of President's Transportation Message And Celler Report

President's Message

"... Pressing problems are burdening our national transportation system . . . A chaotic patchwork of inconsistent and often obsolete legislation and regulations has evolved.

"The management of the various modes of transportation is subjected to excessive, cumbersome and time-consuming regulatory supervision that shackles and distorts managerial initiative. Some parts of the transportation industry are restrained unnecessarily; others are promoted or taxed unevenly and inconsistently . . .

"Current Federal policies must be reshaped in the most fundamental and far-reaching fashion.

"... The Federal Government is a major user of transportation services. To assure the greatest practical use of the transportation industry by Government, I am directing all agencies of the Government, in meeting their own transport needs, to use authorized commercial facilities in all modes of transportation within the limits of economical and efficient operations and the requirements of military readiness.

"... Effective competition should be maintained among alternative forms of transportation, and, where traffic volume permits, between competing firms in the same mode of transportation . . . The goals of economical, efficient, and adequate service to the public—and reduction in any public subsidies—should be secured by the realization of genuine economies . . . Affected workers should be given assistance to make any necessary adjustments . . .

"Determinations must be made as to whether the number and types of ships and aircraft adequate to meet long-range peacetime needs are also adequate to meet probable military emergencies, and if they are not, how best to meet these additional requirements . . . In the Merchant Marine Act of 1936, the United States Government made a new start on the vexing problems of the American merchant marine in the face of repeated failure to improve its condition both before and after World War I. Subsequently, other aids in the form of cargo preference legislation, various 'trade-out,' 'trade-in,' and tax incentives devised to stimulate new construction, and a mortgage

insurance program with up to 87½ percent Federal guarantees were added to the arsenal of protection against the industry's exposure to low-cost foreign competition.

"In spite of these aids, subsidies required for both construction and operations under the 1936 Act have steadily increased.

"Are the criteria adopted in 1936 as guides to the establishment of essential trade routes and services relevant for the future? Are there alternatives to the existing techniques for providing financial assistance which would benefit (a) the public in terms of better service and lower rates and (b) the operators in terms of higher profits, more freedom for management initiative and more incentive for privately financed research and technological advance? Can defense readiness requirements be met adequately by greater reliance on the reserve fleet and the ships of our allies under NATO agreements?

"I have also asked the Secretary of Defense to provide the Secretary of Commerce with estimates, under a range of assumptions as to military emergencies, of what active and reserve tonnages of merchant shipping should be maintained in the interest of national security. In addition, I have established a Cabinet level committee, chaired by the Secretary of Labor, whose study will include the flags of convenience and cargo preference issues. When the findings and conclusions of these studies become available, I shall send to the Congress appropriate specific recommendations concerning our maritime program.

"In the meantime, I have directed the Secretary of Commerce to implement preference to vessels of United States registry in the movement of commodities in our waterborne foreign commerce; and I have directed all executive branch agencies to comply fully with the purpose of our cargo preference laws.

"For the long-range benefit of labor, management and the public, collective bargaining in the transportation industry must promote efficiency as well as solve problems of labor-management relations. Problems of job assignments, work rules, and other employment policies must be dealt with in a manner that will both encourage increased productivity and recognize the job equities which

are affected by technological change. The Government also has an obligation to develop policies and provide assistance to labor and management consistent with the above objectives.

"Taking advantage of new techniques that would provide convenience and efficiency, we must consider the impact of different forms of transportation investment on economic development; we must combine and integrate systems to take advantage of the maximum benefits of each mode of travel; we must now consider the nation's transportation network as an articulated and closely linked system rather than an uncoordinated set of independent entities.

Celler Report

"... The number of subsidized companies has increased but little over the past 20 years. At the same time, the number of subsidized ships has more than doubled, and the net worth of the subsidized companies has likewise increased substantially. Thus the subsidy program has clearly improved the welfare of a highly privileged coterie of lines which have been able to reap its benefits.

"Even among the subsidized operators themselves, benefits from subsidies have not been equally distributed. Thus only six companies have garnered a total of some 76 percent of all operating differential subsidy payments during the entire period of the subsidy program.

"In the final analysis, then, it has been a few large domestic steamship lines which have had the privilege of organizing into powerful conferences, often employing dual rate systems to discourage outside competition, that have been the principal beneficiaries of the subsidy program. Clearly the intent of Congress in providing for subsidies was not to foster the welfare of a few dominant lines at the expense of the rest of the American merchant marine, both tramp and liner alike. To the extent that this has been done, subsidies have promoted economic concentration and discouraged legitimate competition and in many respects have failed to achieve their objective of advancing the combined welfare of all segments of the American merchant fleet."

See Coastal Ship Probe; Bill Asks Foreign Entry

WASHINGTON—A further effort to reactivate US inter-coastal shipping is now expected to produce a full-scale investigation into US domestic shipping operations. An initial hearing is set for May 2 on a re-application by American-Hawaiian Steamship for Federal mortgage and loan insurance on construction of three lift-on/lift-off containerhips.

Even before the hearing was announced, a renewed attempt to open up the domestic trades to foreign-flag shipping got underway in the Senate. The latest move came via a proposal by Sen. Maurine Neuberger (Dem.-Ore.) to amend the Jones Act by allowing foreign ships to enter service be-

tween ports on the East and West Coasts, including Alaska.

SIU-contracted Sea-Land Service is the only regularly-scheduled shipping operating company in the intercoastal trade right now, and is conducting a holding operation by maintaining service with conventional C-2s. It is constructing four specialized containerhips, two of which are due to go on the intercoastal run starting September 1. Two more will be added by December.

Government Mortgage Loan

The American-Hawaiian application for Government mortgage-loan assistance is the second try by the West Coast company, which is under contract to SIU Pacific District unions, for Federal aid. An earlier application was denied. The company hopes to build three fast new vessels capable of hauling 992 cargo containers in the East-West domestic services. The ships would be 898 feet long, 101 feet in beam and have a deadweight tonnage of 31,870. They would be built to do 24 knots.

Sen. Neuberger's bid to open the intercoastal trade to foreign shipping is billed as a move to aid West Coast lumber producers competing for the East Coast market with Canadian growers. Any change in the intercoastal shipping pattern would affect not only Sea-Land but a number of other lines, such as Calmar, which haul large quantities of lumber on eastbound voyages from Pacific ports.

SIU School Awards Due Next Month

NEW YORK—The SIU Scholarship Awards Committee will meet here on May 10 to review the qualifications of 21 candidates for the five \$6,000 SIU scholarships to be awarded this year.

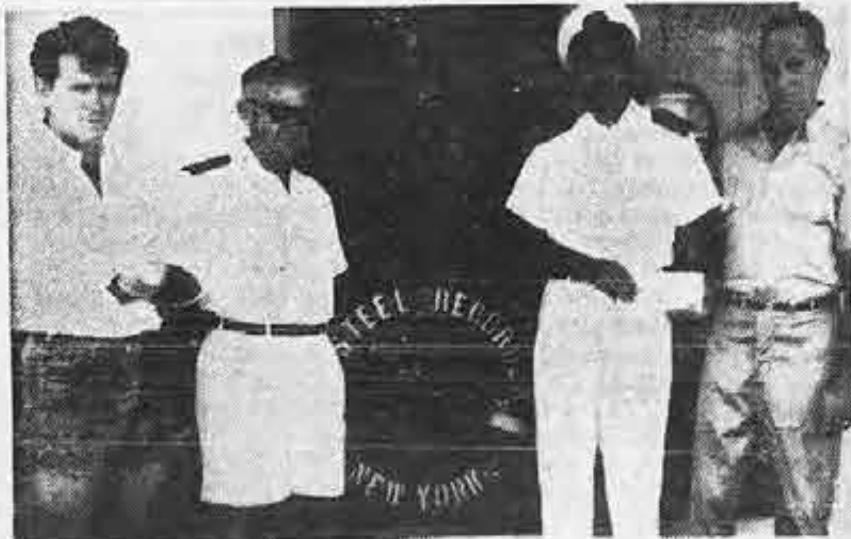
Two new committee members, Richard Keefe of St. Louis University and Charles O'Donnell of the University of Chicago, will attend. The addition of these members, both serving as director of admissions at their respective campuses, brings the scholarship board to its full strength of six members.

Four-Year Awards

The scholarships, awarded to eligible Seafarers and their dependent children cover four years of study in any field, with 43 scholarships awarded since the program began in 1953 as part of the overall SIU Welfare Plan program.

Selection of the winners is based upon previous scholastic achievement, extra-curricular and community activities and performance in the standard College Entrance Examination Board tests.

In 1961, Seafarer John Sweeney of Mankato, Minn., and four SIU members' children were awarded scholarships. The children were Garland Hogge of Luthersville, Md.; Linda Peterson of Baltimore; William Walsh of Savannah and Harold Welsh of New Orleans.



Fleet-wide safety award for Isthmian's Steel Recorder covering six-month accident-free period is marked aboard ship, after company forwarded \$500 cash prize to be split between SIU crew and officers. Pictured (l-r) are Seafarer Ray Kelly, AB and ship's delegate; Capt. Anderson, chief mate Carpenter and first assistant Fletcher. Crew purchased TV set for ship with its share.

THE INQUIRING SEAFARER

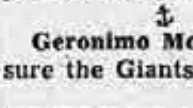
QUESTION: Do you follow the baseball news much while at sea? How do you think the major league teams will perform in 1962 now that the season is open?

Hugh Curran, engine: From past performances, I would say the



Yankees will take the American League pennant and then the Series, no matter who wins in the National League. I'll be watching, because I try to follow the teams when I'm out at sea and occasionally watch on TV when the reception is good.

Ray Bunce, deck: I think 1962 will see the Yankees and the Dodgers playing in the Series, with the Dodgers winning after the Series runs the limit. The Mets? They're new and will probably make 9th place this year. I guess I'll be listening to short wave to see how all these predictions come out.



Geronimo Morales, engine: I am sure the Giants will win. The way 1962 looks, it will probably see the Giants facing the Yankees in the Series and beating them. In the home run race, the Giants' Alou will keep swinging for the 60 mark like Maris did last year. I'll be listening in again this season.

Joe Brown, cook: Just to be hopeful, I'm looking forward to

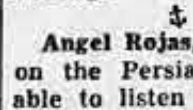


seeing the Mets lead the National League. With Casey Stengel's long-time experience and the spirit of a new ballclub, I'd say they have a chance even though it's a long way to October. Yes, I keep up with the standings and try to catch the games.

John Simonelli, deck: The Cardinals or Dodgers will take the National League lead and one of them will face the Yankees in the World Series. The Yankees should come out on top, as they've been pretty steady at it. I've watched them play at the Stadium and I figure they ought to be able to make it again.



Reginald Sirois, deck: Yes, I try to keep up with what's going on in both leagues. Right now, I can see the Yankees and Dodgers playing in the Series, but I can't tell you who will win. The Mets, as a first-year team, will possibly make fourth place in the National League if Stengel can keep them moving.



Angel Rojas, steward: Last year on the Persian Gulf run I was able to listen to the games over the Voice of America. They came over loud and clear and I hope I can hear them again. As far as predictions are concerned, I think the Giants will take the National League Pennant and face the Yankees in the Series.



Waterman Gets Okay, Buys C-4s

WASHINGTON — The sale of two Bull Line C-4 freighters converted for container service, to the Waterman Steamship Company of Puerto Rico has been approved by the Federal Maritime Commission.

Bull requested approval of the proposed sale on the basis of operating losses due to increased competition of various services in the Puerto Rico trade. It had originally intended to operate the ships in the North Atlantic-Puerto Rico run.

Waterman will use the ships in the US Gulf-Puerto Rico service and has stipulated that they will be used in that trade exclusively in order to meet objections of other operators. Bull, in turn, agreed that it will not compete with Waterman of Puerto Rico on the date of sale.

Ship Act Overhaul

(Continued from page 3)

isting subsidy program has failed to sustain a healthy merchant marine and has worked to the advantage of a limited group of companies at the expense of the industry at large.

Two steps taken in Washington recently give further evidence of alterations in Government policy along lines long advocated by the SIU. Maritime Administrator Donald Alexander has met with representatives of the bulk cargo carriers on ways and means of assisting this segment of the industry. Similarly, the Military Sea Transportation Service has revised its handling of military cargo charters to make them more readily available to American operators.

Some sections of the President's message are less favorable to the industry from the SIU point of view. These relate to treatment to be given to inland waterways carriers and to railroads. However, the over-all impact appears to augur well for the maritime industry.

Among the President's recommendations and proposals are the following:

- The Secretary of Commerce is to review domestic shipping needs and to review the criteria of the 1936 Merchant Marine Act to see if they meet today's shipping needs.
- The Secretary of Labor is to bring in recommendations on run-aways which, up until now, have been immune from taxes, US manning or other US laws. In addition, he is to bring in proposals on the administration of the Cargo Preference Act, abuse of which the SIU and other unions have strongly protested.
- Congress should encourage establishment of joint rates between varying forms of transportation. This has been a prime demand of domestic ship operators who have been victimized by the railroads' refusal to set up joint rates.
- "Excessive, cumbersome and time-consuming" regulatory supervision of the transportation industry should be brought under control.
- Revision of taxation policies to encourage transportation companies to replace obsolete equipment.

A key element of the message, insofar as maritime unions are concerned, is the President's call for trade union cooperation in revising job assignments and work rules to match technological progress. He made specific mention in this respect of the Government's obligation to protect job rights.

The Celler committee report dealt in general with the administration of the Merchant Marine Act, the dual rate system, and the operations of regulatory agencies. It pointed out that only six companies have garnered almost 76 per cent of all subsidy payments.

The intent of Congress, the committee document said, was not to promote a few choice companies at the expense of the rest of the industry. By working in this fashion, the subsidy program has adversely affected the welfare of all segments of the American merchant marine.

Part of this situation, the report held, was the fault of the Federal Maritime Board and the Maritime Administration, which it described as "a paper tiger" that has not exercised effective control over the industry it is supposed to regulate.

THE PACIFIC COAST SEAFARER



Alaska Train-Ship Planned On Coast

SEATTLE — Inauguration of regular weekly "trainship" service between this Pacific Northwest port and Alaska is awaiting Congressional approval of bills to permit the transfer to the US flag of a Liberian railcar ferry.

The SIU Pacific District-contracted Alaska Steamship Company hopes to start trainship service late this summer using the ferry City of New Orleans.

At present the ferry is registered under the Liberian flag. Bills have been introduced in Congress to permit its transfer to the US flag with coastwise shipping privileges.

Alaska Steamship indicated it would purchase the ship, now laid up in Florida, and operate it on a three-day run to Whittier, Alaska. This would mean fourth-day delivery in Anchorage and fifth-day in Fairbanks.

Twin-Screw Vessel

The City of New Orleans is a twin-screw, 6,126 deadweight-ton steam turbine vessel, with a length of 520 feet and a beam of 70 feet.

She has capacity for 56 railcars and is able to handle all types of freight including piggyback and containers. Built in Japan in 1959, the ship has a speed of 18 knots.

Establishment of the service would connect the Alaska Railroad, served by the Alaska Railroad, with the 48 contiguous States by fast scheduled through rail service by way of Seattle and the four transcontinental railroads that serve the city. The four roads, the Great Northern, Northwest Pacific, Union Pacific, and Milwaukee, together with the Alaska line, helped develop plans for the ferry service.

The trainship service will be an addition to the present conventional services of Alaska Steamship to the state, the company emphasized.

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

MCS Marks 11th Birthday As Affiliate

SAN FRANCISCO—Amid all the hubbub of the SIU Pacific District strike and the subsequent Taft-Hartley injunction, the Marine Cooks and Stewards quietly noted the 11th anniversary of its original SIUNA charter, which signaled the rebirth of democratic trade unionism for steward department members on this coast.

The Sailors Union of the Pacific sponsored the chartering of the MCS in 1951 to replace the Communist-dominated National Union of Marine Cooks and Stewards.

Extensive action by the new union, aided by the SUP and the SIU, produced the end of a Communist apparatus among crewmembers on West Coast vessels. The unsuccessful effort to continue waterfront CP control over steward department personnel had been supported by Harry Bridges' International Longshoremen's and Warehousemen's Union.

The end of the CP shipboard apparatus came in 1955 in a course of a three-department bargaining vote when the SUP, MCS and the Marine Fireman's Union swamped a cooks local that had been set up by Bridges' union in an effort to hold together the remnants of the defunct NUMC&S.

Firemen End Vote To Fill Union Posts

SAN FRANCISCO — Incumbent president William F. Jordan was returned to his post unopposed in elections completed recently by the Marine Firemen, Oilers and Watertenders.

In separate MFOV balloting held later, Alex Jarrett was elected to fill the vacancy caused by the death on March 10 of union vice-president Art Coleman, who previously had been reelected. Jarrett was elected earlier as Honolulu port agent for the firemen's union. James Murphy has been appointed pro tem to replace Jarrett.

Members who took part in the regular balloting for officers also reelected incumbent union treasurer C. A. Peterson over one opponent, Nick Trivich.

In the port voting, Fred Bruette was reelected without opposition as Seattle port agent, while Robert L. Sherrill unseated Joe DeBosics as San Pedro agent. The Portland port agent's race, saw R. N. (Neil) Sweeney renamed over A. H. (Farmer) Ward. New York agent E. G. (Red) Ramsey was also reelected over two opponents.

Balloting for San Francisco patrolman resulted in the election of Bobby Iwata and Jack Hatton, and Harry Jorgensen was elected headquarters business agent-clerk. The headquarters dispatcher post went to Jackie Larkin. Other results for Patrolman were: Bud Haley, Seattle; Tom Meyer, San Pedro; Bernie Carpenter, Portland; and Jack (Slim) Von Hess, New York.



SIU MEETINGS

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

New York	May 7
Philadelphia	May 8
Baltimore	May 9
Detroit	May 11
Houston	May 14
New Orleans	May 15
Mobile	May 16

Hoffa Scab Move Backfires

Chicago SIU Cab Union Wins Solid Strike, Pact



Important victory for taxi workers is marked at City Hall after settlement was reached in talks aided by Chicago Mayor Richard Daley (3rd from right) to end successful 20-hour strike. Dominic Abata, president of the SIU-affiliated Transportation Services and Allied Workers, and union attorney Irv Friedman are pictured (right), with Daley and cab company representatives.

CHICAGO—A united front of 5,000 cab drivers and garage workers recently affiliated with the SIUNA won a pace-setting contract here after a 20-hour strike that capsized Teamster president James Hoffa's boast to send in 1,000 jobless truck drivers to take over their jobs. The cab workers had previously quit the Teamsters in order to obtain decent union conditions.

The strike here saw the greatest show of solidarity among cab workers since the last strike in 1937. The brief action closed down all Checker and Yellow Cab garages after long bargaining delays on a first contract. It climaxed an epic three-year struggle by the Drivers Union Organizing Committee to establish a democratic union outside the framework of Hoffa's Teamsters.

Checker and Yellow Cab drivers and garage workers had earlier won bargaining rights with the two largest local cab fleets by defeating the IBT in a National Labor Relations Board election. Now chartered as the Transportation Services and Allied Workers section of the SIUNA, the DUOC began setting up a full-time permanent organization as soon as the strike ended. A modernized office and meeting hall has just been established and the first issue of the union's newspaper appeared early this month.

Army Upgrades Charter Policy

WASHINGTON—The Army has modified its procedure for chartering ships through the Military Sea Transportation Service to insure the maximum use of US-flag vessels on overseas shipments.

In separate action, Senator Warren Magnuson (Dem.-Wash.), chairman of the Senate Interstate and Foreign Commerce Committee, called for more tightening of the 50-50 law, saying it was unenforceable under present interpretations. He urged firm action by the Government to enable US-flag shipping to obtain a fair share of these cargoes.

Both actions follow the recent picketing by the SIU and the Marine Engineers Beneficial Association of a British-flag ship, the Sal-

vada, to protest the undercutting of an American vessel in the award of a US foreign aid cargo going to Indonesia.

The Government's effort to upgrade the nation's offshore trade is meanwhile being vigorously opposed by foreign-flag operators, led by the British. Backed by their governments, the foreign lines are taking retaliatory action by refusing to submit documents sought by the US to regulate shipping conference arrangements.

They have also made an issue of steps taken to enforce 50-50 and have protested the "Ship America" program being pushed by the Administration as "discrimination."

This contrasts with similar traditional practices in these same countries plus the fact that US ships carry less than ten percent of the nation's foreign trade at the present time.

The Army's modification of its charter policy will give US operators a flexible time period in which to bid on cargoes and will adjust delivery dates to give American-flag ships first crack at available cargoes. The change was prompted by protests over a US military cargo that left Baltimore last month on a Greek ship. It developed that the shipment did not have to be loaded on a specific day and that an American ship had missed carrying the cargo by only a few hours.

T-H Order Ends Coast SIU Beef

SAN FRANCISCO — SIU Pacific District seamen began returning to work on April 11 when the 27-day West Coast shipping strike was called off by an 80-day Taft-Hartley injunction—one with a new twist to it.

Besides requiring striking seamen to return to work and directing the three Pacific District unions to resume bargaining with the Pacific Maritime Association, the injunction issued by Federal Judge George Harris instructed striking seamen to sign articles for voyages regardless of their length.

The court order provides that when a ship returns after the 80-day "cooling off" period, all hands must remain aboard until all cargo has been discharged.

At the height of the strike by the Sailors Union, Marine Firemen and the Marine Cooks, close to 60 ships belonging to 17 lines covered by the PMA agreement were tied up on all coasts and in Hawaii. However, contracts with a number of other companies have not expired and these operators were not involved in the walkout.

Bargaining talks began last September in advance of contract expiration and the negotiations continued into this year. When it became apparent that the employers were not bargaining in good faith, the unions announced they would enforce a "no contract-no work" policy previously authorized by the membership but maintained further talks on a day-to-day basis.

The court injunction runs out on June 29.

IN THE HOSPITAL? CALL SIU HALL IMMEDIATELY!



SEAFARERS ROTARY SHIPPING BOARD



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

March 1 Through March 31, 1962

Deep-sea shipping was on the increase in March. The month's total number of berths filled in all ports topped the February figure by 210, as all departments and classes shared in the increased shipping activity.

On a port-by-port breakdown, most SIU halls reported steady or increased job activity with New York and Baltimore registering the greatest gains. Only three ports, Boston, Houston and Seattle, showed a decline in the number of jobs filled. The biggest drop-off in shipping was in Houston, but this seemed mostly due to an accompanying decline in the number of ships serviced in that port.

Overall, in the ship movement totals (see right), there was an increase of 26 vessels handled by all ports during March, with New Orleans and Baltimore registering the biggest increase. Besides Houston, Seattle also showed

decreased activity. The Gulf port was off by 11 ships and the West Coast city handled two less vessels.

While the deck department continued to ship the most men, the greatest increase in the number of jobs filled in March was reported for the steward department. Following the galley gang was the deck department and then the engine crew. Class A showed the biggest increase in March shipping, reversing the previous trend.

The increased shipping in March resulted in a decline of 270 men registered on the beach at the end of the month, although there was an increase in the number of men registering for jobs. The drop-off in men waiting on the beach at the end of March, together with the improved picture in shipping and ship movements, indicated that deep-sea job activity is holding steady and is ready for the upcoming busy summer months.

Ship Activity

Port	Offs	Sign On	In Trans.	TOTAL
Boston	4	0	8	12
New York	49	8	48	105
Philadelphia	23	9	7	39
Baltimore	13	11	27	51
Norfolk	3	2	10	15
Jacksonville	3	3	13	21
Tampa	2	2	12	16
Mobile	9	7	10	26
New Orleans	14	13	34	61
Houston	11	7	42	60
Wilmington	0	0	13	13
San Francisco	5	5	12	22
Seattle	7	7	4	18
TOTALS	145	74	240	459

DECK DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED			Registered On The Beach CLASS A			Registered On The Beach CLASS B										
	GROUP 1	GROUP 2	GROUP 3 ALL	GROUP 1	GROUP 2	GROUP 3 ALL	GROUP 1	GROUP 2	GROUP 3 ALL	GROUP 1	GROUP 2	GROUP 3 ALL	GROUP 1	GROUP 2	GROUP 3 ALL	CLASS A	CLASS B	CLASS C ALL	GROUP 1	GROUP 2	GROUP 3 ALL	GROUP 1	GROUP 2	GROUP 3 ALL								
Boston	6	12	1	19	0	1	2	3	0	4	2	6	1	0	1	2	0	1	0	1	6	2	1	9	4	19	5	28	1	2	3	6
New York	57	93	30	180	7	17	33	57	32	60	26	118	3	13	17	33	3	11	8	22	118	33	22	173	92	132	36	260	4	32	43	79
Philadelphia	6	15	6	27	1	8	4	13	4	10	7	21	2	3	2	7	1	1	3	5	21	7	5	33	18	31	7	56	2	9	9	20
Baltimore	19	29	9	57	0	8	10	18	17	34	11	62	2	5	8	15	1	1	0	2	62	15	2	79	32	54	13	99	1	17	29	47
Norfolk	6	8	3	17	0	4	8	12	3	2	0	5	0	1	6	7	0	0	0	0	5	7	0	12	14	18	3	35	0	10	10	20
Jacksonville	6	9	4	19	0	13	9	22	4	15	2	21	2	5	10	17	0	6	2	8	21	17	8	46	10	8	3	21	0	10	6	16
Tampa	2	4	0	6	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4	4	1	9	0	0	2	2
Mobile	20	21	8	49	0	3	5	8	11	23	4	38	1	12	13	16	1	2	0	3	38	16	3	57	38	41	9	88	0	0	5	5
New Orleans	33	68	15	116	2	19	23	44	30	68	12	110	2	10	18	30	2	0	11	13	110	30	13	153	50	76	23	149	2	25	19	46
Houston	53	79	21	153	8	16	32	56	32	76	25	133	6	16	26	48	2	5	0	7	133	48	7	188	45	70	10	125	3	29	21	53
Wilmington	7	9	2	18	0	4	5	9	2	7	1	10	3	5	2	10	0	1	0	1	10	10	1	21	7	16	2	25	0	2	2	4
San Francisco	2	19	4	25	1	3	7	11	3	14	1	18	4	6	8	18	1	5	4	10	18	18	10	46	19	20	6	45	0	1	5	6
Seattle	12	19	7	38	0	13	9	22	14	31	7	52	3	6	7	16	1	2	5	8	52	16	18	86	15	16	3	34	0	14	4	18
TOTALS	229	385	110	724	19	109	148	276	152	346	98	596	29	72	118	219	12	35	33	80	596	219	90	905	348	505	121	974	13	151	158	322

ENGINE DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED			Registered On The Beach CLASS A			Registered On The Beach CLASS B										
	GROUP 1	GROUP 2	GROUP 3 ALL	GROUP 1	GROUP 2	GROUP 3 ALL	GROUP 1	GROUP 2	GROUP 3 ALL	GROUP 1	GROUP 2	GROUP 3 ALL	GROUP 1	GROUP 2	GROUP 3 ALL	CLASS A	CLASS B	CLASS C ALL	GROUP 1	GROUP 2	GROUP 3 ALL	GROUP 1	GROUP 2	GROUP 3 ALL								
Boston	2	6	2	10	2	1	3	6	0	2	0	2	0	0	3	3	6	2	3	11	1	7	2	10	2	1	4	7	2	1	4	7
New York	23	89	10	122	13	29	29	71	18	73	9	100	6	23	28	57	0	7	8	15	100	57	15	172	31	131	16	178	13	42	36	91
Philadelphia	1	19	4	24	1	12	8	21	1	14	3	18	1	8	8	17	0	4	3	7	18	17	7	42	0	31	7	38	0	7	14	21
Baltimore	4	30	4	38	0	13	17	30	3	30	4	37	3	16	10	29	0	1	1	2	37	29	2	68	6	61	8	75	1	27	23	51
Norfolk	1	8	2	11	1	5	3	9	2	6	0	8	0	2	3	5	0	2	0	2	8	5	2	15	2	24	2	28	2	8	6	16
Jacksonville	1	8	2	11	1	4	4	9	1	11	0	12	2	2	3	7	1	5	2	8	12	7	8	27	1	5	1	7	0	5	6	11
Tampa	1	4	1	6	0	1	1	2	0	3	2	5	0	1	1	2	0	0	1	1	5	2	1	8	2	6	1	9	1	1	1	3
Mobile	5	19	2	26	1	5	9	15	5	14	3	22	0	8	6	14	0	3	0	3	22	14	3	39	9	34	4	47	0	7	6	13
New Orleans	23	71	7	101	3	27	25	55	17	55	5	77	3	22	28	53	0	5	7	12	77	53	12	142	32	78	9	119	4	32	31	67
Houston	28	84	9	121	4	45	31	80	15	57	13	85	3	26	19	48	5	14	4	23	85	48	23	156	23	64	10	97	4	37	22	63
Wilmington	2	8	1	11	2	4	4	10	1	10	2	13	1	2	4	7	0	1	2	3	13	7	3	23	5	7	1	13	3	3	1	7
San Francisco	5	17	6	28	0	5	6	11	2	9	7	18	0	11	5	16	0	1	5	6	18	16	6	40	9	20	3	32	1	6	1	8
Seattle	4	24	1	29	3	10	3	16	2	29	4	35	1	2	5	8	1	0	3	4	35	8	4	47	4	20	2	26	2	9	4	15
TOTALS	100	387	51	538	31	161	143	335	68	314	54	436	20	125	120	265	7	43	39	89	436	265	89	790	125	488	66	679	33	185	155	373

STEWARD DEPARTMENT

Port	Registered CLASS A			Registered CLASS B			Shipped CLASS A			Shipped CLASS B			Shipped CLASS C			TOTAL SHIPPED			Registered On The Beach CLASS A			Registered On The Beach CLASS B														
	GROUP 1-3	GROUP 1	GROUP 2	GROUP 3 ALL	GROUP 1	GROUP 2	GROUP 3 ALL	GROUP 1	GROUP 2	GROUP 3 ALL	GROUP 1	GROUP 2	GROUP 3 ALL	GROUP 1	GROUP 2	GROUP 3 ALL	CLASS A	CLASS B	CLASS C ALL	GROUP 1-3	GROUP 1	GROUP 2	GROUP 3 ALL	GROUP 1	GROUP 2	GROUP 3 ALL										
Bos	1	1	1	2	5	1	0	2	3	0	1	0	3	4	0	0	2	2	0	0	0	0	6	4	2	0	6	1	2	2	6	11	1	0	3	4
NY	13	40	20	53	126	0	3	30	33	10	22	8	40	80	1	6	16	23	2	0	24	26	80	23	26	129	32	50	35	95	212	1	5	35	41	
Phil	4	11	7	10	32	3	2	9	14	4	6	3	10	23	2	0	13	15	0	0	8	8	23	15	8	46	9	13	10	20	52	4	2	10	16	
Bal	7	7	6	12	32	1	2	10	13	2	15	5	22	44	1	0	9	10	0	0	4	4	44	10	4	58	11	24	16	24	75	3	2	22	27	
Nor	2	3	2	2	9	2	0	9	11	0	0	0	1	1	1	1	4	6	0	0	0	0	1	6	0	7	2	12	4	6	24	2	3	14	19	
Jac	2	5	2	4	13	1	4	1	6	4	1	3	4	12	1	0	3	4	0	0	20	20	12	4	20	36	2	3	4	3	12	1	3	1	5	
Tam	0	2	1	7	10	0	0	2	2	0	1	0	2	3	0	0	0	0	0	0	2	2	3	0	2	5	2	3	2	10	17	1	0	1	2	
Mob	3	11	3	21	38	0	0	17	17	1	11	3	13	28	0	1	11	12	0	0	0	0	28	12	0	40	10	14	9	29	62	0	0	29	29	
NO	5	26	13	68	112	2	4	34	40	2	23	9	57	91	1	2	36	39	0	0	19	19	91	39	19	149	17	40	19	83	159	1	4	39	44	
Hou	3	32	16	43	94	1	4	32	37	2	24	20	31	77	5	5	25	35	1	0	13	14	77	35	14	126	15	25	10	23	73	1	4	17	22	
Wil	2	5	0	7	14	0	1	3	4	1	4	1	10	16	0	0	5	5	1	0	8	9	16	5	9	30	2	7	2	4	15	0	0	3	3	
SF	4	2	5	8	19	0	0	7	7	0	5	3	13	21	0	0	3	3	0	0	5	5	21	3	5	29	8	10	5	17	40	0	0	2	2	
Sea	3	7	9	7	26	1	2	14	17	1	6	3	9	19	1	1	14	16	0	0	4	4	19	16	4	39	6	9	7	8	30	5	5	16</		

THE CANADIAN SEAFARER



Canada Grain Storing Plan Fizzles—No Canal

MONTREAL—Heavy Canadian domestic consumption of grain over last winter and a delay in the St. Lawrence Seaway's opening found elevators at river ports near empty earlier this month. The Seaway season got a slow start when a crack was revealed in one of the waterway's big locks. (See story on page 8.)

Grain exporters, in an attempt to shorten shipping delays, thought they had found a solution in the use of pre-Seaway lakers to haul their commodity through an old navigation channel at Cornwall, Ont., and then on to Montreal.

The plan sounded good on paper, but when the Cornwall channel and lock were surveyed, officials discovered that the old canal has been under 40 feet of water since the terrain was flooded to create the Seaway.

With grain-laden carriers held at the Western end of the Seaway and Eastern exporters clogging Montreal and St. Lawrence River ports waiting for delivery of grain, other methods of transport were put to use in order to fill fast-emptying grain elevators along the river.

A lucky few ocean ships that arrived here early were able to take on grain and depart, leaving less grain in elevators than could meet the demand.

Meanwhile, the Danish cargo ship Helga Dan set a new record for early arrival at this port when the vessel arrived March 12. The arrival startled officials as the ship passed icebreakers still clearing the clogged channel.

While Montreal shipping on a year-round basis is possible, the Seaway's more confined channels continue to pose an icebreaking problem.

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

Jeff City Hit



A 50-foot hole was torn in the bow of the SIU-manned Jefferson City Victory after a collision with a Dutch freighter on the Mississippi River. The Dutch ship, the Nieuwe Tonge, lost part of her bow but no injuries were reported on either vessel. Photo by Seafarer Chester A. Anderson, DM.

Channel Job Cuts Speed In Baltimore

BALTIMORE—All vessels operating in the vicinity of dredging operations in Chesapeake Bay are being advised to reduce speed in this area for the next 15 months.

The areas involved are at the entrance of Craighill Channel off Gibson Island and at Hawkins Point. The Arundel Corporation's hydraulic pipeline dredge Lyons is already on the job and will be joined by the Cartagena on or about June 1. At that time, the Cartagena will move to within one mile of the Lyons at the Craighill entrance.

Ships, tugs and other water craft proceeding in this area must maintain a 300-foot clearance from the dredges while passing at reduced speeds. This clearance limit has caused concern because of the more-than-100-foot width of some oil and bulk carriers.

Wins 6th Award In Row

Bloomfield Ship Hailed By PHS

NEW ORLEANS—For the sixth consecutive year, the SIU's shipboard feeding and sanitation program has earned the Lucile Bloomfield a perfect rating of 100 from the US Public Health Service, with not a single corrective measure needed at the time of inspection.

Maintaining this rating over the years, Seafarers aboard the vessel were reminded of the success of their cumulative efforts at keeping a clean ship by a galley plaque reading: "The crew of this vessel is proud of the fact that this galley has been recognized as one of the cleanest in the entire American merchant marine—Let's keep it that way."

The Lucile Bloomfield is the seventeenth vessel in a row as far as the Bloomfield fleet is concerned to make a perfect score on the USPHS sanitation inspection.

Presentation of the award was made at International House by Malcolm C. Hope of USPHS headquarters in Washington to O. C. Webster, Bloomfield vice-president. In accepting the PHS citation, Webster commented that the SIU shipboard feeding and sanitation program "clearly exemplifies the results of labor and management working together on a common goal for the benefit of all concerned."

Key members of the SIU steward department aboard ship are Seafarers Emil Herek, chief steward; Wilbur D. Purdy, chief cook, and Richard Ramsperger, night cook and baker. They and all other members of the Lucile's galley gang came in for high praise.

Last month, the SIU-manned Waterman fleet of 24 ships won its first USPHS commendation for

outstanding vessel sanitation and the Alcoa fleet won its second such award in a row. Previous citations included awards to Isthmian, Calmar and Ore Line.

The PHS sanitation rating is determined by 166 factors relating to health and hygiene aboard ship, including handling, preparation and service of all food.



Almost 20 years of sailing on merchant ships has led Pete Scroggins to espouse the quiet, patient approach to all beefs when he serves as a delegate. The 35-year-old native of Alabama is currently ship's delegate aboard the Bienville (Sea-Land).

Scroggins, who joined the SIU in 1947 in New York and sails in the deck department, explained that experience has taught him to be flexible so he can be ready to meet the various problems that arise. "You never know what will crop up aboard ship and you never can know all the answers, so it's important to be flexible and hear all sides," he said.

"The key to settling any beef is to know the contract and to rely on your department delegates to help you. A ship's delegate can never do a good job if he doesn't have the support of the other delegates."

Married and the father of a four-month-old daughter, Suzie, Scroggins first went to sea during World War II. He attended a maritime training school in St. Petersburg, Florida, and then sailed for several years in wartime convoys.

"I like the sea and enjoy being a delegate," he said. "As a delegate, I feel I'm doing something for my shipmates. To have a good ship, everyone must pitch in, and this is my way of contributing."

Far East runs are his favorite because, wherever you go, you find exotic beauty and mystic atmosphere. "These countries are so different from my home, Texas, that they are almost impossible to describe."

Sailing, Scroggins said, gives him a "sense of freedom." He explained that he gets a certain "ease of mind" at sea and sailing gives him a chance to be his own boss.

As delegate, Scroggins make sure that the repair list is taken care of and that there is a safety meeting "so that we can prevent accidents." An injury to one crewman can give the whole ship a feeling of depression, he notes.

A delegate can always shout and make a lot of noise, Scroggins said, but he finds that patience can settle lots of little problems and prevent them from becoming big ones. "Working together with the other delegates, I try and prevent misunderstandings from turning into real beefs. Everyone is happier that way."



Scroggins

Canada SIU Tugs Nab 'Runaway'

VANCOUVER—A Greek-owned, Liberian-flag freighter literally became a "runaway" in this port and threatened damage to other ships until she was caught by two SIU of Canada-contracted tugs and made secure.

Driven by 35-knot-an-hour winds, the 10,000-ton Irihi Stefanou dragged its anchor and began drifting down on two ships berthed at Terminal Docks. Shoreside workers said the vessel's propeller did not seem to be working.

However, two harbor tugs operated by a union-contracted towing company, C. H. Cates & Sons, Ltd., managed to catch the runaway vessel before she hit the berthed ships and pushed her back into mid-stream. Eventually, the freighter got her plant running and, with the aid of the two tugs, was pulled back to its own berth and secured.

Another Greek-owned ship wasn't as lucky as the Irihi Stefanou. The 15,000-ton Souniots had some difficulty maneuvering in the harbor and, as a result, ripped into the West Coast Pier and sheared 30 feet off the dock.

No one was injured in this accident but longshoremen had to scatter when the big ship ran into the dock. The ship had been alongside the dock to load lumber.

Union Gets Low-Price Drug Deal

ST. CATHERINES—The SIU of Canada has worked out an experimental plan to assist members in obtaining discounts of prescription drug costs for its members here and in Thorold.

An arrangement developed by the Canadian Seafarers Welfare Plan with two drug stores will enable members to receive a 20 percent markdown on all the prescriptions they have to fill. Both stores are in convenient locations for members and will provide prompt service in filling the needs of Canadian seamen and their families.

The drug discount program is expected to mean important savings to members and their families and may be tried out in other ports if the plan proves successful here and at Thorold.



Focal point for gathering at SIU hall in NY is new cable ship contract for Isthmian, which will handle cable manufactured by Western Electric workers represented by New Jersey Local 1470 of the International Brotherhood of Electrical Workers. NJ deputy labor commissioner Sam Diubaldi (left) visited the hall with fellow Jerseyites Lou O'Donald and Frank Hourtal (right), president of Local 1470, to discuss project with SIU exec, vice-president Cal Tanner.

Ready New Cable Ship For June

The world's largest cable-laying vessel, the Long Lines, is now expected to take on an SIU crew in the latter part of June when she arrives in New York to make-ready for its initial working voyage. The vessel is the only major cable vessel to come under the US flag in recent years.

Due to be operated by SIU-contracted Isthmian Line, the ship will be brought here from Bremerhaven, Germany, where she was constructed, by a riding crew. She will stop over in Montreal to pick up cable before sailing for New York to be turned over to Isthmian.

Since there is no other large cable ship under the American flag, the SIU has negotiated a special manning scale to cover the crew of the new vessel. She will carry the same basic crew as a conventional C-3 freightship, plus a technical crew that will boost the total number aboard to more than 100.

Crewmembers will take part in a training period of several months to prepare them for the actual cable-laying work and, in September or October, the vessel will be ready to go to work.

The ship is owned by the Western Electric Company, who will also supply the cable. The vessel's first cable-laying voyage will be from Florida to Puerto Rico and other ports in the Caribbean.

RR Marine Contract Talks Await Report On Manning

NEW YORK—Hearings by the Railroad Marine Workers Commission on manning issues involving railroad tugs and ferries have been concluded following detailed testimony by the SIU-IBU Railway Marine Region and other unions showing why present crews must be maintained on the boats. The commission now has until May 28 to issue its recommendations.

An earlier deadline for the commission's report was moved up to allow further time for the nine-man panel to study the volume of testimony produced at the hearings. RMR negotiations with the

railroads on manning and other issues will be held off until the report of the commission is submitted to the President, who appointed the panel in February as an outgrowth of last year's strike.

At the time of the strike in January, 1961, the railroads sought to obtain the absolute right to determine the size of tug crews, and,

as a result of the strike, were defeated in their attempt.

The hearings, which ran from March 5-27, produced no evidence that the railway marine operation, which involves freight service only, has been unprofitable or that any technological changes have developed which would make it safe to reduce tug manning.

G. P. McGinty, RMR regional director, testifying before the commission on March 27, pointed out that the railroads' proposal to cut crews would create a serious safety hazard and needlessly imperil the life of every railway marine worker in the harbor. He said that the union had never stood in the way of technological change covering the work of crewmembers on the tugboats. The fact remains, he added, that the tugs are handling more tonnage with less men than ever before in the history of the operation.

His testimony reemphasized that the issue of manning on the tugs was merely an attempt by the railroads to set a job-cutting precedent which might be applied to other areas of the industry that have no relation to the railway marine situation. Testimony by McGinty and several rank-and-file RMR members, including Lawrence C. Wallace and Arthur Nelson, pinpointed the need to keep three deckhands on every boat to insure safe and efficient operation for the benefit of all concerned.

SIU President Paul Hall, at an earlier hearing last month, stated that the economic problems of the railroads, if they do exist, result from inefficiency and poor management. The railroads, Hall said, are seeking to trim costs without regard to the necessity for maintaining safe and efficient service. He capped off his remarks by stating: "It's a disgrace and a shame that a commission had to be established to deal with an issue that should never have been raised in the first place."

Plan Study Of Disaster Techniques

The problems involved in abandoning a ship at sea will receive a thorough going-over in a \$15,000, eight-month study now being contracted for by the Maritime Administration with Dunlop and Associates of Stamford, Conn.

Dunlop has previously conducted two studies for the MA in the areas of marine collision and navigation safety. These studies pointed out that the hazards incidental to sea rescues present more of a danger than the wreck itself.

The entire operation from the decision to abandon to the recovery of lifeboat occupants needs closer study, it was found. There has been much progress made in the averting of sea wrecks, but little headway has been made to aid those involved when a mishap occurs.

The projected study, in conjunction with the Coast Guard, will look more closely at the human factors as well as the equipment used in abandoning ship.

Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up with equal overtime when the easier jobs come along. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.

Visitors From Trinidad



Getting full briefing on SIU and other union operations in the US, members of study team from SIUNA-affiliated Seamen's and Waterfront Workers Trade Union of Trinidad escort a brother trade unionist from Trinidad, W. W. Sutton (2d from left), secretary-general of the Amalgamated & General Workers Trade Union. Pictured (l-r) are Stephen Joseph, SWWTU; Sutton; ID-MTD rep. Mike Carlin; Norman Harris, Basil Douglas, SWWTU, looking over awards won by SEAFARERS LOG.

Coast Guard Tries Out TV Use In Navigation

The Coast Guard has unveiled an experimental system of short-range harbor navigation for pleasure craft as well as merchant vessels which utilizes both radar and television.

The system, known as RATAN (Radar And Television Aid to Navigation) will, if successful, enable any vessel equipped with an ordinary television set having UHF channels to obtain a radar picture at a cost far below that of an actual radar set.

The RATAN installation, which is at the Sandy Hook, New Jersey, Coast Guard station, utilizes a radar image provided by a high-definition shore-based radar which is then transmitted by UHF television for reception aboard boats and ships in the general area. The picture received will enable a mariner to locate his position in relation to known stationary objects such as fixed landmarks and buoys, and will also enable him to know his location with respect to the movements of other vessels in the vicinity.

Stores Information

The heart of RATAN is the scan conversion tube which converts the circular sweep of the radar impulses to the rectangular sweep used by conventional television. Another important feature of the scan conversion tube is its ability to store information for long periods of time.



THE GREAT LAKES SEAFARER



Great Lakes Fleet Busy In Annual Spring Fitout

DETROIT—The 1962 shipping season got fully underway for Great Lakes seamen this month with the annual spring fitout and crewing of the idle fleet. Only three vessels operated during the winter months after the close of the 1961 season in November.

The season began in earnest late in the month, following the melting of ice masses and the opening of large expanses of water throughout the Lakes. Busy activity in the offices of the SIU's Job Security Program accompanied the annual fitout, as calls went out by telegram and phone for seamen to report back on the job.

First calls for crews reached the Great Lakes Seamen's Seniority Office early in March and processing was quick and smooth. Eleven SIU-contracted vessels started off the annual fitout last month, but the bulk of the crewing developed in April. All assignments are made on the basis of seniority in accord with the Job Security Program won by the union two years ago.

In addition, SIU Great Lakes ports are all open again. Union halls in Duluth and Cleveland were reactivated during March and the others remained open during the winter.

The general consensus is that

1962 will be a good shipping year. In particular, ore shippers are pointing to the early settlement of this year's steel negotiations which is expected to have an important bearing on ore and freight shipments.

As part of the fitout, ship and department delegates aboard all contracted vessels have received "fitout kits" for use during the season. These contain a delegate's handbook, meeting forms, checklists, a Welfare Program summary, a copy of the SIU constitution and other necessary information.

Lakes IBU Voting Fills Three Posts

DETROIT — Members of the Great Lakes Tug and Dredge Region of the SIU Inland Boatmen's Union elected top officers after two weeks of secret balloting in March.

Robert Jones was returned as regional director of the union while Thomas Burns was elected as assistant regional director, tug section, and Harold Yon was chosen assistant regional director, dredge section. There was no qualified candidate in the Allied Marine Section.

Voting took place at IBU halls in Buffalo, Cleveland, Chicago, Milwaukee, Sault Ste. Marie, Duluth and Detroit from March 5-17 and the final results were announced by the membership tallying committee at the end of the month.

The vote was the first general election for the Great Lakes Tug & Dredge region since it joined the IBU last year.

Kinsman Pay Beef Settled

CLEVELAND — Checks were mailed out to a number of Great Lakes SIU members from the newly-reopened hall here after the union successfully resolved a number of pending beefs with the Kinsman Transit Company.

The beefs involved bonus, vacation, holiday pay, transportation and overtime.

Kinsman has indicated that it intends to operate four vessels at the start of the season. The transportation money owed previously will be paid out at the same time as the transportation covering the travel to the vessels for this season.

Seamen who do not report for the fitout will be mailed the disputed transportation money. Among the other beefs settled with Kinsman was the matter of an additional one-half day's pay due for Veteran's Day last November for a number of men who hadn't received the payment before the season ended.

Seaway Gets A Late Start

MASSENA, NY—The discovery of a crack in the Eisenhower Lock just as the St. Lawrence Seaway was scheduled to open April 15 cost inland and ocean shipping relying on Seaway transit a full week's delay.

Shipping was tied up on both sides of the lock while the damage was surveyed by skin divers and then water was pumped out of the \$20 million lock. Engineers who looked over the 80-foot crack decided on a repair by forcing concrete into the break instead of trying a permanent rebuilding job.

The crack was in the sill 42 feet below the top of the gates. The delayed opening means many vessels will lose at least one trip this year. Weather conditions this fall will determine if a full eight-month season is possible.



Workman points out 80-foot split in St. Lawrence Seaway back at Massena, delaying opening of '62 season.

Tax Bill Would Close Loopholes

Runaway Ships May Run Out Of Flags

American runaway ship operators, who pride themselves on their "loyalty" to the US, have opened a new front in attacking current attempts by the Federal Government in Washington to treat them like everyone else and require payment of their fair share of US taxes.

By their actions, and their arguments, they expose the falsity of their claim that higher American wages are the chief reason for their runaway-flag operations. In short, it's the tax dodge—not wages—that is the attraction.

The companies, which operate upwards of 500 ships, mainly under the Panamanian, Honduran and Liberian flags, are now engaged in a campaign to defeat or modify a bill which would tax the profits they make by operating ships under another flag. The companies, including some of America's biggest and richest oil and ore producers, originally set up dummy corporations in these foreign nations as a tax-dodging device and to escape American standards. The foreign subsidiaries alternately claim allegiance to the US and to their foreign tax haven government, depending on their objective at any given moment.

An Administration-sponsored bill passed by the House and now pending in the Senate would tax the profits made by these American-owned corporations as part of a broad campaign by the Government to close off tax loopholes and produce additional revenue. American runaway ship operators are among the many US companies that, for the first time, would be made subject to taxes on their overall operations and profits.

In their attempt to defeat the new tax legislation, runaway shipowners are banking on the argument that if they can't operate as they have been and remain relatively free from taxation, with special treatment through a variety of legal loopholes and financial manipulations, they'll have to sell off their ships. This, they contend, would be to the detriment of the US, since Government officials have taken the position that the runaway vessels are considered part of the national defense merchant fleet in the event of an emergency.

Ironically, spokesmen for the runaways keep stressing this line although these same shipowners showed no hesitation in hauling down the US flag to seek tax concessions and escape government supervision in Liberia or elsewhere when it suited their purpose.

Why Blame Labor Costs?

The "tax haven" label has been applied to countries where the rate on corporation profits is very low—almost non-existent compared to the US rate of 52 percent—or where an arrangement can be worked with local officials so that what the American owner reports as profit to the foreign government is small compared to the actual operation involved. Further abuses arise when the foreign subsidiary is merely a "drop" for US-made products shipped abroad and sold to the subsidiary at low prices. The dummy corporation just prepares a new bill and resells the goods at a much higher figure, but the difference in income never shows as profit to the American parent company.

It comes back in the form of long-term, low interest loans or remains overseas to be used for entertainment and further expansion of this type. The obvious desirability of such arrangements is pointed up when countries like Monaco on the French Riviera develop as a favored spot for such trading corporations.

These and similar arrangements have developed the need for the tax legislation now being sought by the Administration. The law is not designed to establish the same taxation rate, however, on operations that are an integral part of the country where they are located. This applies to cases where an actual physical plant is constructed and local workers are employed in manufacture and distribution.

This, in essence, is the difference between such shore-based operations and the runaway-flag shipping device of American owners. The ship operations have no connection at all with the



country where they are located, seldom if ever go to these tax haven ship registry nations and employ no nationals of the country. Their only costs in the country are in paying a small fee to register the vessel, acquire appropriate documents and to buy a couple of flags. Thereafter, they have no connection at all with Liberia, Panama or any of the other nations whose maritime fleets have mushroomed far out of proportion to their own national commerce.

The runaway ship operators have also repeatedly claimed that the reason they need to sail

under foreign flags is to make their vessels more competitive with foreign-owned ships on the world market. They explained that American-flag ships cost more to build and operate. Until the introduction of the tax bill, these operators always emphasized that they were not looking for tax favors at all, and profits were certainly not an issue—just labor costs.

However, since the measure passed the House last month and is now the subject of Senate hearings, they have taken a new tack. In the process, they have conceded that bigger profits played a considerable role in their switch to runaway-flag vessel operation. They are complaining bitterly now that the tax bill would hit them as individuals, since it tightens the tax net around corporations owned by ten persons or less whose main income is from "rent," such as ship charter fees.

Typical examples are the lush long-term charter agreements provided by US petroleum and metals companies to guarantee the availability of adequate tonnage for hauling their own cargoes and which provide the means for foreign construction of huge runaway oil and bulk ore carriers. The American corporations thereby avoid the higher cost of US construction and operation and the financial arrangement works out to the advantage of all the parties.

Beat The Tax

The taxation principle which would be applied here is again hinged on the fact that such arrangements are only devices between individuals overseas and corporations at home to beat the tax laws and are not true foreign investments in any sense.

The line adopted by the runaway ship operators also takes the tack that if new US tax laws developed, they'd be forced to sell off their ships. In the process, they say, the vessels might become available to Iron Curtain countries as tools in the economic war that the Soviet Union is conducting against the free world.

Many of these ships are currently barred from trading in Communist ports, although this did not stop a number of runaway owners from using other vessels and other flags to bypass a US embargo on hauling Russian oil to Cuba not too long ago. This emphasizes again that profit more often determines the loyalty of the runaway operator rather than anything else.

Sardinia Opens Registry Office

An effort to attract some shipping capital is being made by little Sardinia, an island off the southwest coast of Italy, as part of a long-range island development program. In the process, Sardinia openly offers another tax haven for runaway ship operators.

Loans of up to 60 percent of a vessel's cost, with interest at 3½ percent, are being offered for vessel construction, conversion or purchase. The loan is repayable within 12 years, but payments are deferred until the third year.

According to reports from Italy, no requirement is made that natives of the island be used as crewmembers although it was recommended they be employed whenever possible. The announcement also indicated that all shares in any operating company must be held by Italians and that one or more of the directors of the company would have to be local citizens.

An added inducement for vessel registration on the island would be a contribution of ten percent of the value of the ship to running expenses during the first year of operation. The contribution would take the form of refunds for crew wages, bunkers and other owner's costs. The island is also offering rebates on registration taxes.

Operators Ask Tanker Fleet Aid

SEEK US-FLAG OIL IMPORT QUOTA

A program to upgrade the independent American-flag tanker fleet and increase its share of US petroleum cargoes has been proposed by the American Maritime Association in a formal statement to the President's Petroleum Study Committee in Washington.

The ship operators' group offered a dismal forecast for the independent US tanker operator. It emphasized the fact that half the US-flag tanker tonnage was built during World War II, is antiquated compared to modern vessels and may have to be scrapped in five years or less. The fleet has been operating at a loss for the past five years, the association added.

One of the basic AMA proposals to offset further cutbacks in the ranks of independent operators was a bid for the Government to reserve about 25 percent of the crude and unfinished oil imported into the US for carriage by American-flag tankers. It said this quota would provide American ships, principally those operated by the independents, with cargoes of about 250,000 barrels a day and help beat off bankruptcy for more companies.

In an analysis of the present privately-owned tanker fleet, the AMA said 200 of the vessels are 17-20 years old and date back to World War II, 31 are 8-9 years old (Korean War vintage) and 30 additional bottoms are 3-4 years old, constructed as an outgrowth of the Suez conflict in 1956. Other than in these years of crisis, the building of American tankers has been negligible.

The balance of the fleet that is not taken by old age may have to be relinquished to the Government within two years because of the inability of their owners to meet mortgage payments. The vessels will then pass into the hands of the major oil companies.

Gale Gives East Coast New Shape

The severe March storm, packing gale force winds that struck the Atlantic Coast from Long Island to South Carolina, has thrown the coastline so out of kilter that charts for the entire area are being redone.

Preliminary surveys by the Coast and Geodetic Survey, US Department of Commerce, show that many of its charts were rendered obsolete by the ferocity of the storm.

Islands have been split, peninsulas cut in size, channels are clogged by the refuse torn loose from the coastline by the high winds, rain and the persistent battering of the sea.

Assateague Island at Ocean City, Mr., was cut in two, and half of its area was lost to the waves. At Chincoteague Inlet, Va., a giant shoal developed, covering about one half of the entrance area.

Cape Hatteras was one of the spots hardest hit by the storm. One point of the Cape was completely torn off, many coastal roads were destroyed, and Hatteras Island completely cut through at one point.

Most of Ocracoke Island, NC, a 17-mile-long island, now remains under water as a result of the storm with only the town of Ocracoke surviving. Wilmington, NC, experienced sizable changes in the Cape Fear River entrance leading to the port.

Government surveyors are now busy on the painstaking job of re-mapping the entire Atlantic coastline and are issuing new charts as soon as they are available.

AMA also made the following recommendations:

- Companies allocated a quota of crude or unfinished oil of more than 10,000 barrels a day should transport at least 50 percent of the oil in American ships.

- The oil import administrator should be required to publish lists of American and foreign-flag tankers that have carried Communist crude oil, oil products, residual oil or molasses since July, 1960 or whose owners have an interest in any tanker that has carried similar Communist products since that time.

- Both foreign-flag tankers and American-flag tankers whose own-

ers have interests in foreign-flag tankers that have transported Communist oil products since July, 1960, should be denied the right to haul oil imports into the United States or Puerto Rico.

The association asserted that its proposals would permit the US to launch a counter-offensive against the Soviet oil trade, and also insure a healthy and growing American tanker fleet.

The American Maritime Association was formed as an outgrowth of last year's maritime strike. It is composed of operators under contract to the SIU and the Marine Engineers Beneficial Association.

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

By SIDNEY MARGOLIUS

A Bill Collector's Bag Of Tricks

Of all the horrors perpetrated on financially hag-ridden working people, the official looking documents sent out by bill collectors are perhaps the most terrifying.

Recently a hotel busboy got a punch-card form from an outfit calling itself "Current Employment Records" with a return address in Washington, D. C. This looked for all the world like some sort of income tax notice. It demanded the name and address of the man's new employer and quoted a section of the state unemployment insurance law about making false statements under penalty of \$500 fine and a year's imprisonment.

The young worker was sure the tax collectors were after him for no reason he could understand. Fortunately he took the notice to the shop chairman, who read the notice with care and observed a paragraph at the end in small print. This said: "The purpose of this card is to obtain information regarding a delinquent debtor, and to further advise that this is not connected in any way with any state or the United States Government."

An official of this worker's union points out that the document had very cleverly put together the seeming authority of Federal and state Governments to browbeat the humble or unknowing. The threatening quotation from the state law of course was wholly irrelevant and merely provided an excuse to mention the state and a legal threat of fine or imprisonment.

This is by no means an isolated incident. The Federal Trade Commission has been chasing down bill-collecting outfits all over the country which use legal-looking or official-sounding documents. But the practice persists. This is especially effective in frightening workers, who in at least some cases had been misled by sales misrepresentations of excessive charges into unfair and dubious debts, frequently by installment sellers.

For example, the FTC cited a firm—the Carl Co., of Lisbon, Ohio—which supplied deceptive collection forms to collection agencies and creditors. Both in language and appearance these forms gave the impression they were legal documents. They carried such headings as "Final Notice Before Statutory Garnishment" and "Final Notice Before Suit," and even displayed an official-looking seal.

In a case similar to that of the hotel busboy's, the commission found that a large chain of apparel stores which operates throughout the East and Midwest, mailed an IBM-type punch-card to the last known addresses of delinquent debtors. This chain is the Lewis Apparel Stores.

According to the complaint, Lewis sent out cards with the heading "Eastern Office, Regional Statistical Bureau, Washington, DC." Recipients were instructed to supply current addresses, names and employers and other information. An agent of the company in Washington then sent the cards back to the home office.

In another case the FTC clamped down on the so-called "United States Association of Credit Bureaus," of Oak Forest, Ill., for the use of the name "United States" together with an official-looking insignia. Other deceptive names often used on phony questionnaires addressed to debtors include "Bureau of Verification," "Bureau of Personnel," "Claims Office" and "Employment Reclassification."

The St. Louis Better Business Bureau reports the case of the collection firm calling itself the "National Deposit System." It sent out cards telling recipients that there was a "sum of money on deposit for you, not in excess of \$100." People who answered sure enough did get checks—for ten cents.

At the urging of New York unions and the Metropolitan Consumer Council, a bill has been introduced in that state which can serve as a model for other state legislatures in eliminating the firing threat connected with debts. Workers fear their employers will fire them if garnishment is threatened, even when they have a legal defense against a debt. This gives high-pressure bill collectors a strong weapon to coerce payment.

But the bill now being considered by a New York state legislative committee would make it unlawful for an employer to discharge an employee against whom a garnishee execution is filed solely because of such filing. Such state laws, while eliminating one major injustice, still won't solve the problem of other types of deceptive official-looking forms sent to debtors. If anyone you know does get such a notice, read it carefully to find out what it really means.

THE SIU
INLAND BOATMANUS Federal Court Action
Backs IBU Pact Rights

RICHMOND — The Federal Government has launched a showdown action here against the Carteret Towing Company of Wilmington, NC, to enforce a National Labor Relations Board order requiring the

company to negotiate with the Inland Boatmen's Union. Meanwhile, the union won complete vindication of separate charges against the company by gaining reinstatement of a deck-hand fired for union activity.

US moves against Carteret were forced when the firm continued to ignore the rights of its boatmen, who unanimously voted for IBU representation in an NLRB election last June. The company has repeatedly refused to acknowledge or bargain with the IBU despite several requests. Carteret handles virtually all docking and undocking of ships in the Wilmington area.

As a result, the General Counsel of the National Labor Relations Board has turned the case over to the clerk of the US Court of Appeals for the 4th Circuit, in this city, for appropriate legal action.

In the reinstatement case, deck-hand William J. Lewis has been returned to his former job and awarded four weeks' back wages for loss of time after being discharged due to union activity. He was reinstated after a labor board investigator from Winston-Salem, NC, had looked into the IBU's charges and found sufficient evidence to warrant an official hearing.

Apparently unwilling to have a further public airing of its anti-union campaign and the overwhelming evidence against it, the

company put Lewis back on the job on March 30.

The campaign at Carteret got underway almost a year ago. The union won the election in June and was certified as bargaining agent in July. When the company refused to bargain, the IBU filed unfair labor practice charges in September and these were upheld by the NLRB via an order issued in February. The present court action here is to enforce the NLRB's original certification order as well as its later finding that the company must bargain with the union.

IBU Wins
St. Louis
Tug Vote

ST. LOUIS—Strongly supported by the company's boatmen, the Inland Boatmen's Union scored another unanimous selection victory here this month to win exclusive bargaining rights covering employees of the Alton Transportation Company. The IBU's victory margin was 6-0.

A bargaining election conducted by the National Labor Relations Board was held here April 6 and, following the counting of the ballots, certification was forwarded to the union's port office on April 18. Negotiations for an IBU agreement were expected to begin in the next few days.

Alton is the second harbor boat operation signed up in this port. The union reached a first-time agreement earlier with the Ford Towing Corporation.

Alton Transportation recently began operating the MV Spencer as a switch boat in the harbor, using the vessel to move barges in and out of the grain elevators and docks to make up tows for larger boats on the lower river. The IBU promptly contacted the crew, explained the benefits of union conditions and was quickly able to secure pledgecards from all hands.

First NY Central
Tugman On Pension

First New York Central railroad tugman to qualify for a \$150 monthly pension from the IBU Railway Marine Region, Thomas H. Gunther (right) receives check for initial payment from G. P. McGinty, RMR regional director. Looking on is George L. Lum, a fellow tugman on the Central. A total of 15 railroad tug oldtimers are now retired on union pensions.



**SIU
LEGISLATIVE
DEPARTMENT**



NS SAVANNAH—The Maritime Administration has announced that selected cadets from the United States Merchant Marine Academy and the state marine schools will be trained on board the Savannah. Space for two cadets has been reserved on the Savannah, which is expected to enter service sometime this summer, carrying cargo and passengers between ports on various trade routes. One of the positions will be for a deck trainee and one for an engineer trainee. One position will be reserved for a cadet to be selected from the US Merchant Marine Academy at Kings Point, Long Island, New York, and the other will be rotated among the four state schools which include the Maine Maritime Academy, Massachusetts Maritime Academy, California Maritime Academy, and the New York State Maritime College.

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SOVIET MARITIME EXPANSION—According to reports from Japan, the second of two similar tankers being built by the Mitsubishi Zosen for Russian account has been launched. The vessel, LEBEDIN, is a 35,000 dwt tanker. The first of the two tankers, the LUGANSK, was handed over to Russia in February. The two vessels are highly automated in regard to engine control and navigational aids, and are diesel-powered, having maximum speeds of 17.7 knots. Besides the two tankers ordered, contracts to build a total of 210,000 dwt of tank ships and 36,000 tons of dry cargo vessels have been placed in Japan for Soviet account.

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MARITIME STATISTICS—As of March 1, 1962, there were 927 vessels of 1,000 gross tons or over in the active ocean-going United States merchant fleet. This is one less than the number active a month ago. There were 31 Government-owned and 896 privately-owned vessels in the active service. There was an increase of one active vessel, and a decrease of one inactive vessel in the privately-owned fleet. Maritime's active fleet decreased by two vessels, while its inactive fleet decreased by two. The total of large merchant ships on order or under construction in shipyards remained at 71.

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FISH REPORT—In 1961 the United States obtained 44 per cent of its fish from foreign countries. The trend toward obtaining a larger portion of our requirements of fishery products from imports has steadily gained momentum. In the last forty years imports have increased 200 per cent, while exports have declined by 75 per cent. Last year imports supplied the major portion of a considerable number of fishery commodities consumed in the United States. These included fresh and frozen cod fillets, swordfish, spiny lobsters, and shrimp; canned anchovies, bonito, and abalone; salted cod, herring, and mackerel; and sperm oil. For the first time, imports of shrimp on a round weight basis were greater than the domestic production. It is estimated that if the present trend continues, by 1970 or before we shall obtain over half our requirements of edible fishery products from imports. . . . Legislation has been introduced in the Congress which will authorize the Department of the Interior to prescribe regulations to implement the recommendations made from time to time by the Inter-American Tropical Tuna Commission to conserve the tuna resources of the eastern tropical Pacific Ocean. In September of last year, the Commission recommended the establishment of a quota on yellowfin tuna to be taken during 1962.

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OIL PIPELINE—Nine oil companies have announced the formation of a pipeline company, to be known as the Colonial Pipeline Company, and have revealed plans for the construction of a \$350 million line of 1,600 miles running from Houston to New York. It is estimated that the line will move 600,000 barrels of gasoline, kerosene, and other refined products to markets along the Eastern Coast every day. This is approximately one-third of all the refined products tonnage that tankers now carry from the Gulf to East Coast ports. The effect of this move will be to diminish the already inadequate American-flag tanker fleet. It is well known that tankers can move in any trade when they are needed, and they are better able to cope with the seasonal demands and can carry any type of oil cheaper than pipelines. The damage done to a tanker fleet, therefore, can only reduce the flexibility of this country in transporting oil, which is a special attribute of ocean tankers. This loss of flexibility is important when one considers the nation's long-range economic and national defense interests. It is well known that the Russians have made use of their tanker fleet in their economic political offensive in support of Cuba.

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NAVY DEPARTMENT REPORT — According to an appraisal of "Ocean Shipping to Support the Defense of the United States," transmitted in the form of a report to Senator Butler (Rep.-Md.) by Vice Admiral John Sylvester, Deputy Chief of Naval Operations (Logistics), the proper replacements of American-flag subsidized ships, even on a 25-year-life basis, will require 25 to 30 new ships per year. Adm. Sylvester said that adequate steps still need to be taken to replace that part of our sea transportation resources that is rapidly approaching obsolescence. In expanding on this point, he said: "The unsubsidized portions of the United States-flag merchant marine is approximately 690 ships. As in the case of the tonnage operated by the subsidized shipping companies, most of the tonnage operated by the unsubsidized operators is of World War II design and is therefore in the 15- to 19-year-old group. There is no orderly or comprehensive plan for the replacement of these ships, and the present state of the shipping market provides little incentive to the nonsubsidized owners to initiate replacement programs. During World War II our domestic deep-water fleet, which prior to that time comprised the largest segment of the United States-flag merchant marine, was utilized worldwide, supplying the allied armed forces. The domestic trade which they formerly carried was absorbed by other modes of transportation and they have never regained their former status. This domestic deep-water fleet would contribute significantly to our defense capability because they would be the most readily available for emergency usage. They would always be close to the United States ports and immediately ready to handle such high priority movements as may be necessary."

'He's Weighing The Boat Down!'



There are some encouraging proposals coming out of the nation's capital these days in regard to maritime and its development as an integral part of the country's basic transportation industry. On the other hand, attempts to add to the shipping industry's rather lengthy list of problems seem to be in vogue at the same time.

The effort indicated in the President's transportation message to Congress to bring about a complete overhaul of our shipping structure, the concerted move to upgrade tax policies and deal with profiteering abuses by American runaway ship operators, attempts to live up to the promise of the Cargo Preference Act as intended by Congress, these are all to the good.

The changes these developments may bring about as a boost for the American merchant marine will not come on overnight—assuming they materialize at all.

Whatever may develop in the days to come to make reality of the promise now indicated is something that only time will tell.

One of the disturbing elements in the overall picture as it appears to be shaping up is the preoccupation with something called the "maritime labor problem" and the desire to curb the legitimate bargaining goals of seamen and all marine workers because they happen to be part of a sick industry. The time-worn rallying cry "Get labor!" is being resurrected again in various quarters by usually well-intentioned Administration leaders, agency heads and lawmakers.

Obviously this is a convenient way to get everybody's mind off other industry problems and concrete ways and means of dealing with them. But it is no answer at all to the complex economic situation in the maritime industry.

The answer is not to be found there because the economic welfare of seamen and maritime workers hinges on the strength of the industry in which they work, and no one is in a better position to recognize these facts. Over the years, as matters deteriorated in the industry, the unions and their members have been among those raising the loudest

voices in support of long-range, positive solutions to build up and maintain an American-flag merchant fleet as an instrument of US national policy and as a showcase of its economic growth.

They were among the first to cite the unfair, illicit competition of the runaway ship operator because every new vessel of this type had a direct bearing on their jobs, livelihood and future earning capacity.

The move to invoke new bargaining procedures as a cure-all for maritime problems is the old story of putting the cart before the horse. Until realistic solutions are devised and put into effect to maintain the security of maritime employment by giving life to the industry, labor must have the freedom to use the weapons at its command to encourage the solutions that are urgently needed.

Happy Birthday

An important anniversary for Seafarers and their families that has just slipped by is the tenth birthday of the SIU maternity benefit program that began in April, 1952. Perhaps more than many others, this benefit symbolizes the changed status of seamen from the "loner" with few ties ashore to the family man with a wife, kids and a real stake in the community where he set up a home.

Providing benefits at the rate of \$200 for each child, the maternity program has marked the birth of almost 4,800 youngsters in ten years. With the \$25 bonds issued by the Union in the baby's name, the combined benefit to SIU families in this one area totals almost \$1.1 million.

The establishment of the SIU program in 1952 broke new ground in welfare coverage for merchant seamen and emphasized their transformation, largely through decent wages and conditions, into responsible citizens able to raise a family the same as other workers ashore. It's fitting at this time to offer good wishes to all of the youngsters and their families for smooth sailing in the years ahead.

San Francisco SIU Membership Session



Seafarers attending March meeting in San Francisco listen attentively to briefing on Union activities. Meetings for Seafarers in Pacific ports are held during the third week of each month. An advance meeting schedule for West Coast ports appears on Page 2.

Cunard For Tourist Ships; Italy Pushes Superliners

Changing tastes in the trans-Atlantic travel market and intense competition from "economy" fares and other airline innovations have apparently settled the issue of Cunard's replacement for the aging Queen Mary, although the Italian Line continues to build luxury trade vessels.

Longtime "carriage trade" operator with its two Queens, Cunard last year passed up an opportunity for the first British government subsidy of its kind and declined to build a luxury superliner replacement for the aging Queen Mary. Since then, the company has been concentrating on planning construction of two cafeteria-type, self-service vessels for the growing tourist trade.

The British line also indicates it will not seek to top the French Line's new entry in the Atlantic passenger trade, the luxurious SS France that made its bow two months ago. Cunard, however, decided to forego its usual spring lay-up of the Queens before the busy summer season in order not to fall too far behind on its scheduling.

Weekly Sailings

Its problem on this front is compounded by the arrangement worked out between US Lines and French Lines for a weekly sailing each way in outright competition with the Queens. The alternate weekly sailing had been one of Cunard's major attractions to luxury travelers.

With two superliners already in service, the Italian Line is pushing completion of two more 1,850-passenger vessel which would enter the Mediterranean-New York trade two years from now. The new vessels, named the Michelangelo

and the Raffaello, will team with the Leonardo da Vinci and the Cristoforo Colombo, both now in service.

US trans-Atlantic passenger in-

Chickasaw Cargo Off

WASHINGTON—Cargo salvage operations have now been completed on the abandoned Waterman freighter Chickasaw, which was driven on the rocks off Santa Rosa Island last February during a violent coastal storm. All crewmembers and passengers were previously taken off safely.

The salvage job utilized a helicopter cargo-lift plus a steel highline secured to shore and running over the Chickasaw to a salvage vessel that held it taut at the seaward end. Cargo lifted from the Chickasaw ran down the line to an anchored barge. Up to 100 tons a day were moved off the ship in this manner.

In addition, the 'copter separately hauled up loads of 800-900 pounds with a sling cable, then flew the crates to the decks of waiting barges. It was able to make a round trip every few minutes, landing only for refueling.



Cargo salvage from Chickasaw (Waterman) was speeded by use of helicopter and "highline" from shore to anchored salvage barge after the freighter ran aground during storm off California coast. All hands were taken off earlier.

terests have not put a new hull in service since the SS United States entered the field in 1953, and new US construction for this market seems less likely than ever today in the absence of sufficient Government funds. Authorization for one such vessel to replace the America has been hanging fire since 1958.

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.

ROYAL OAK (Cities Service), January 4—Chairman, F. Jenkins; Secretary, R. Myers. No beefs reported. \$15.00 in treasury. Motion made to get new washing machine as old one keeps burning out.

ALCOA ROAMER (Alcoa), January 12—Chairman, Eugene J. Lynch; Secretary, John R. Tilley. Requested new chemical spray gun for roaches. No beefs. Vote of thanks to the steward department for holiday meals. \$166.17 in movie fund.

MOUNT VERNON VICTORY (Victory Carriers), December 29—Chairman, F. Reid; Secretary, J. D. Pennell. No beefs. L. Wheeler elected new ship's delegate. Someone in the crew has been tampering with the washing machine. Once the dial is set, it will break if you move it to rush completion of cycle.

HUDSON (Victory Transport), December 16—Chairman, R. Taylor; Secretary, L. Stout. Elected R. Taylor as ship's delegate. No beefs reported by department delegates. Crew requested to help keep messhall and recreation room clean and orderly.

SUZANNE (Bull), January 8—Chairman, Walter Kohlt; Secretary, Jose Cubano. No beefs reported. Steward requested to supervise the preparation and serving of meals. See patrolman about leaving fresh milk for night lunch.

OMNIUM FREIGHTER (Mol Shipping), December 16—Chairman, A. R. Rudnicki; Secretary, Jack Strahan. No beefs reported by department delegates. Vote of thanks to ship's delegate for a job well done. Ship needs to be fumigated.

PENN EXPORTER (Penn Shipping), December 10—Chairman, R. McCutchen; Secretary, Larry Martin. No beefs reported by department delegates. Water cooler to be installed on main deck.

SHORT HILLS (Sea Land), December 9—Chairman, George O'Rourke; Secretary, Paul L. Whitlow. Members asked not to call hall upon arrival to ask time of pay-off, etc. This information can be obtained aboard ship. No

SIU SAFETY DEPARTMENT



Joe Algina, Safety Director

'Routine' Items Can Cause Trouble

Often the commonplace items can cause the most trouble since we tend to take so many of them for granted. For example, there's an awful lot of heat to contend with each time you turn on a tap, either for cooking or washing water. Turning on the hot water tap and ignoring the fact that the water is scalding hot has led to a number of accidents, both in the galley and in the shower room.

Shower room accidents can be very serious and cause bad burns affecting a large part of the body. It's always best to adjust the tap before stepping under—not to take chances. Of course, a shower control containing an automatic mixer is the best safeguard against such accidents. But where these mixers are not available, common sense is the next best thing.

Another item to watch out for is dry ice, which is often used as a packing material and can be very dangerous. Once the packaged goods are used up and only the dry ice is left, the steward department should take the time to throw it away. Storing this ice in a cold box offers a particular hazard when stores are taken from the boxes as a matter of routine. It can burn—actually freeze—someone, and just isn't worth keeping around.

Most Seafarers are pretty careful when they're working; they know the hazards of their job and they know the correct safety precautions. But while they observe proper safety on the job, some seem to ignore these same rules when going to or from work. When aboard ship, a Seafarer should always remember that he needs to play it safe at all times. Stepping over a sill into a wet spot on deck or not taking the leeside in rough weather can put him into the hospital at any time, not just during regular hours.

↓ ↓ ↓

It seems every advance in equipment over the years takes us a little bit ahead and then a little astern at the same time. Use of nylon or polypropylene line instead of manila is a good example. The synthetic lines still appear to draw a mixed reaction from SIU companies because of accidents and other problems that seem to arise.

The synthetic lines have a number of advantages in being able to last longer and take extra wear and tear, but they seem to present some added hazards. Comments from some of the companies indicate that regardless of the rated tensile strength of synthetic line, the same size polypropylene or nylon hawsers should be used as when manila is utilized.

In one instance where a 7" synthetic line was used instead of an 8" manila hawser that had previously been used on the ship, it was recommended eventually that an 8" synthetic be used. This was reported due to the fact that the 8" line more fairly fits the leads and reduces the chance of an accident.

It's also said that when too much friction heat is generated in the leads, the lines tend to fuse. They're also regarded by some operators as an added hazard when they part, since nylon is somewhat elastic and has a tendency to stretch when subject to too much tension. This characteristic should be kept in mind when using these lines. Overall, if the limitations of these newer types of line are considered, they can safely be used for many different jobs. Many operators certainly find them very safe and efficient.

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

beefs. Baggage room in the Port of New York should be maintained as in the past. Membership sees no reason for it being closed. Brother Whitlow elected new ship's delegate. Suggest that fresh milk be put out three times a day while supply lasts.

SAN MARINO (Peninsular Navigation), December 23—Chairman, Duke Gardner; Secretary, Edward O. Johnson. No beefs. Need new coffee pots and new toasters. Have drinking fountain repaired. Third cook's room is too hot for sleeping. The main steam pipes run through the room.

EMMA (Bull), December 24—Chairman, Rex O'Connell; Secretary, Paul Johnson. No beefs reported by de-

partment delegates. Request for new icebox. Matter of safety of the vessel will be taken up with patrolman. Suggestion made that each member give the ship's delegate \$1.00 for transportation, etc. which he paid out of his own pocket. Vote of thanks to the steward department for excellent job.

TRANSWARREN (Ocean Shipping), September 20—Chairman, R. Aguiar; Secretary, R. Mitchell. Ship's delegate resigned and C. Goids elected new ship's delegate. Deck department heads and showers need repair. Other repairs to be taken care of as soon as possible.

SEATRAN NEW YORK (Seatrains), November 22—Chairman, Peter McDonald; Secretary, Robert Hutchins. Some disputed OT in deck department which will be taken up with the boarding patrolman at payoff. One crewmember left the ship in Liberia due to illness. Deck officers working crew OT while in Liberia. Patrolman to check deck OT before payoff. Discussion about mail problem which is getting more serious and should be taken up with headquarters. Company should send the mail to the ships with its own mail.

STEEL CHEMIST (Isthmian), November 11—Chairman, M. Brightwell; Secretary, Gus Lopez. Second electrician refused to work over five days a week and on emergency jobs that had to be done. In Calcutta the chief electrician had an accident and burned both his hands seriously which made him unable to work until arrival in the States. Beef will be turned to the patrolman at payoff. \$8.00 in ship's fund. A few hours of disputed OT in deck and engine departments.

MANKATO VICTORY (Victory Carriers), December 17—Chairman, none; Secretary, Z. A. Markris. OS taken off in Panama on account of being ill. No beefs reported by department delegates. Men are asked to take better care of new washing machine.

MARORE (Marven), October 28—Chairman, T. E. Yebionsky; Secretary, William C. Murphy. No beefs reported by department delegates. Vote of thanks to the steward department.

DIGEST of SIU SHIP MEETINGS

partment delegates. Request more jam, jelly and more coffee. Vote of thanks given the steward department.

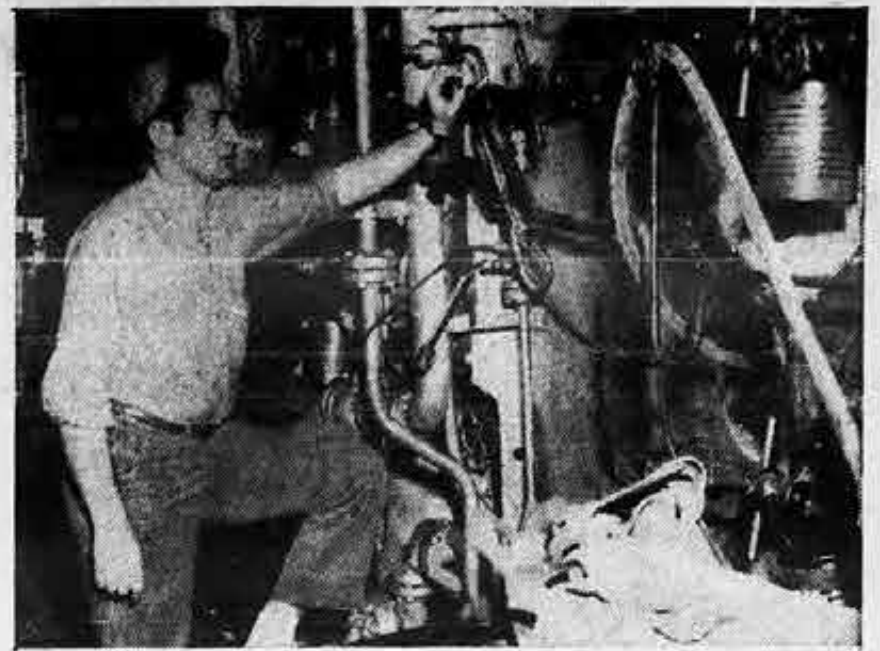
INES (Bull), January 26—Chairman, O. Bailey; Secretary, Roger L. Hall. Some disputed OT. Ask men to bring beefs to the delegates and not directly to patrolman. Motion to have steam tables covered so that space can be used for tables. Whoever has the chess board should return it.

JOSEFINA (Liberly Navigation), November 17—Chairman, J. Roll; Secretary, N. P. Regas. No beefs reported by department delegates. No money in ship's treasury. All money spent for fishing tackle.

VILLAGE (Consolidated Mariners), November 5—Chairman, P. D. Zellner; Secretary, P. Triantifillos. Ship's delegate visited hospital in Santos to check on the needs of the men; everything satisfactory. No beefs reported

ABOARD SIU SHIPS

There's always something going on aboard ship at sea or in port, especially when there's a camera man available on the scene. The action here is in port on a trio of SIU ships—in New York, the *Bienville* (Sea-Land) was on drydock and the *Steel Fabricator* (Isthmian) was preparing to sail; at Baltimore, the *Cara Sea* (Bleakly) was also high and dry in the yard. By this time, all three vessels have returned to sea. The photographs, meanwhile, tell some of the story about events in port.



Checking over the boilers, which were rebricked while the *Bienville* was in drydock, is Mike Diamantis, FWT.



Checking OT sheets on the *Coral Sea* (Bleakly) are (l-r) Al Gary, E. Reiley and Tom Wright.



Doughnuts appeal to *Bienville* crewmen William Little, wiper, and Anthony Denddo, MM, but Arthur Alsobrooks, OS, (foreground) passes up pastry.



Union representatives report latest news to *Steel Fabricator* (Isthmian) crew. On fantail, John T. Adams, OS, and Jose Arcero, AB, store soogee chemicals.



Messman Emmanuel Georgiannis sets up the table in *Bienville*'s messroom; feeding still goes on in drydock.



Bienville crew attends ship's meeting where SIU patrolmen Freddy Stewart and Pat Marlinelli report on Union activities, distribute LOGS.



Admiring cakes on *Bienville* are (l-r) J. Napoleonis, MM, 3rd Cook A. Payne, cook W. Greene, galleyman J. Cook.

Try Boxship On Regular Cargo Run

Seafarers are again manning the containership *Floridian*, which has returned to service on a three-leg Miami, Savannah and Puerto Rico run under the house flag of the South Atlantic and Caribbean Line. The vessel left New York for Miami this month to inaugurate the new service.

The *Floridian*, a converted war-built LST, is returning to service as a conventional cargo vessel and will primarily handle palletized freight through her stern loading ramp for vehicles. She will sail from Miami every ten days transporting building materials and palletized cargoes to Puerto Rico.

On the return, the ship will haul fresh fruit, canned goods and other food products into Savannah and Miami.

Completed in 1960 for Containerships, Inc., the 2,100-ton *Floridian* and her sister ship, the *New Yorker*, then entered coastal service between New York and Jacksonville for the SIU-contracted Erie and St. Lawrence Corporation. The service ended about six months later.

From March 1961, until last February, the *Floridian* and the *New Yorker* were under Bull Line charter on the North Atlantic to Puerto Rico run and then remained idle.

Present plans announced by South Atlantic and Caribbean call for "a medium term trial period" of the service and use of the *New Yorker* if traffic calls for it.

Tiny Nation Doubles As Tax Haven

WASHINGTON—The biggest industry in the biggest town in Liechtenstein is postage stamp engraving, and the population is only 15,000, but this tiny principality, sandwiched between Austria and Switzerland, is the headquarters for foreign subsidiaries of some of the largest American corporations.

Sen. Albert Gore (Dem.-Tenn.), who wants the tax legislation now before Congress to require American-owned companies to pay US taxes on the profits of their foreign operations, cites Liechtenstein as "among the more popular tax havens." Others, he told the Senate in a recent speech, include the Bahamas, Panama, Switzerland, Liberia, Bermuda, the Netherlands, Venezuela and Monaco. These are nations which have either a light tax or no tax at all on corporations whose earnings come from outside their country.

Gore told the Senate that tax haven abuses have resulted in both dollars and jobs being lost to the United States and in tax losses both for the United States and for many of the nations in which US firms actually do business.

Describing House Ways & Means Committee tax proposals as "a step in the right direction" towards closing the tax haven loophole, Gore expressed the hope that the Senate "will completely repeal" existing tax provisions that give "preferential treatment to foreign income."

He said permitting taxes on foreign profits to be "deferred" until the money is returned to United States amounts in many cases to "tax forgiveness."



Berthed at Port Newark where this photo was taken, the *Floridian* has returned to service between Florida and Puerto Rico. Built with an elaborate stern ramp assembly for container use, she will operate as a conventional cargo ship this time out. Palletized freight will account for most cargoes.

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Let's Have Another Cup Of Coffee!

As all Seafarers know, there are few things to beat a steaming cup of coffee after a long stand on watch or at most any time of the day. Any restaurant operator will also tell you that a good cup of coffee is often the difference between having a going business and a marginal operation that barely keeps going. The quality of the coffee served, frequently determines the reputation and, thereby, the livelihood of most eating places.

Good coffee is no accident. There are certain conditions that bring it about. Freshness and cleanliness are the basic items; you have to have fresh coffee and fresh cool water to start plus clean equipment. The rest is up to who makes the actual brew.

You must make certain to use fresh coffee. Ground coffee has a tendency to age rapidly and as a consequence loses much of its flavor, strength and aroma.

It is equally important to store coffee in a cool dry place, away from other foods with strong transferable odors that can dilute the taste of the coffee.

The selection of a proper grind for your equipment can make a big difference. Too fine a grind for the equipment will produce a bitter coffee with too much sediment. Too coarse a grind leaves a weak coffee that lacks flavor.

Start your brew with fresh cold water. Hot water tends to give the coffee a disagreeable taste. Spread the coffee evenly in the urn, making the layer about an inch thick. It is important for you to use exact measures of water. The recommendation for top-quality coffee is within a range of two to two and a-half gallons per pound of coffee. Use a slow circular motion when pouring the water in. This provides for an even extraction when the dry coffee has been spread in an even layer.

Remove the grounds as soon as the following filtering process is finished. After the ground coffee has released the preferred flavor, there are bitter residues left over which have a detrimental effect on the coffee flavor if they are allowed to mix.

When mixing your brew, remember that when coffee is made in an urn, the first coffee that filters through has the heaviest concentration and settles at the bottom. Drawing this coffee and then pouring it back with the rest mixes the entire batch and gives it a uniform strength throughout.

Try to hold the coffee at a temperature of 185 to 190 degrees Fahrenheit. Lower temperatures make coffee that is too cool to enjoy by the time it is served. Higher temperatures result in a loss of flavor. Serve the coffee as soon after it is made as possible. The longer that it stands around, the

List Details In Cables To Union

When notifying headquarters by cable or wireless that a Seafarer has paid off in a foreign port because of injury or illness, ships' delegates should include the following information:

The man's full name, his SIU book number, name of the ship, the port of payoff and the hospital where he is being treated.

The response of ships' crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. Be sure to list all of this data so that the SIU can act as promptly as possible.

more flavor it loses.

To clean the urn, it is essential to rinse with boiling water after each batch to avoid having any old coffee affect the quality of the new batch. Rinse the urn bags or cloth filters with hot water immediately after each use, but take care not to use soap, bleaches or detergents that will remain and mar the flavor of future brews. Storing the urn bags or cloth filters in cold water between uses will prevent them from becoming "sour" and picking up other food odors. It is a good practice to replace the urn bags at least once a week, and even more frequently if they become stained.

The selection of the proper size urn bag is important. If it's too large it will hang in the brew, causing the ground coffee to gather in a ball rather than rest in an even layer. Also, wait before placing the upper bowl on the lower bowl of a vacuum coffeemaker until the water below is boiling. Otherwise, the coffee may start rising into the upper bowl before it is hot enough to make a good brew.

If you comply with these basic rules, you can expect a "good cup of coffee" every time out.

THE SIU INDUSTRIAL WORKER



UIW Negotiating On West Coast Pact

WILMINGTON, Calif.—Fulfilling its pledge to organize coast to coast, the United Industrial Workers has extended its campaign to this West Coast city and is completing negotiations for a top union contract with the Paulsen-Webber Cordage Company.

The contract awaiting final agreement provides for the highest wage scale in the area for workers engaged in marine canvas and rope manufacture and repair.

Paulsen-Webber, with headquarters in New York City and plants in six other East and Gulf Coast locations, recently purchased the Atlas Rigging Company and extended its operations to the Los Angeles area. Its other shops are already under UIW contract.

The proposed agreement calls for an immediate wage increase, paid holidays and vacation, UIW Welfare Plan coverage, job security and seniority protection and all phases of union representation.

The company expects to expand its operations in the area and increase its labor force as business increases. With shops on all coasts, Paulsen-Webber is now able to fill the needs of shipping companies and individual boat owners for top quality canvas and rope throughout the nation.

The contract coverage being provided for Paulsen-Webber employees here is seen as an im-

portant boost for the union's drive to organize many non-union shops on the Pacific Coast engaged in canvas and cordage work.

Other company plants, which have had union contracts for many years, are located in Norfolk, Mobile, Houston, New Orleans, Baltimore and Sunbury, Pa.

Union Drive Gains Plant In Baltimore

BALTIMORE — Adding another company to the roster of unionized companies in this area, the United Industrial Workers has just signed a first-time contract covering the employees of Consolidated Janitorial Service here.

The new agreement will run for a two-year period and provides for a ten-cent hourly wage increase, full UIW health and welfare coverage under the UIW Welfare Plan and other important benefits. Paid vacations and holidays are also instituted as a result of a successful UIW organizing campaign among the 20 workers now employed by the firm.

Union recognition was won after a card check by an arbitrator established the fact that the union was the unanimous choice of the employees. All 20 Consolidated workers had previously signed UIW pledgecards.

The company is currently bidding on several big maintenance contracts that may raise its unionized work force to 150 employees. Bids have gone in for work at the Baltimore Civic Center and to the General Services Administration in Washington. The GSA oversees the operation of major Government buildings here and throughout the country.

Union Guide Now Ready

An informative 12-page "Union Guide" has been distributed to United Industrial Workers members, outlining union organization, benefits and responsibilities of union membership.

Chapters covering contracts, importance of attendance at meetings, beefs and grievance procedures and the full scale of union activities are included in the booklet being given out in all shops under contract.

Ship Repair Workers In Mobile



Trying to work some kinks out of a length of wire rope, UIW members at Mobile Ship Repair yard include (l-r) J. Hudson, shop steward for riggers; Vernon Hayes, leaderman, and Paul Chatty, rigger. The UIW-contracted shop currently is completing a \$100,000 contract for post-shakedown work on a Navy oiler.

THE FISHERMAN and CANNERY WORKER

Atlantic Fishermen On Deck



Scene at NY's Fulton Fish Market shows mate Pete Ostberg (2nd from right) looking over work on engine block from deck of fishing vessel Beatrice-Ida, manned by Atlantic Fishermen's Union. Skipper Ingolf Iverson, engineer Trygve Hastad and deckhand Alfred Murphy stand by.

Alaska Nabs 2 Japanese Boats, Charges Poaching

KODIAK—Events leading up to the seizure of two Japanese fishing boats by Alaskan state officials were closely followed by members of the Alaska Fishermen's Union and other SIUNA-affiliated fishery affiliates. The state of Alaska charged that the Japanese were poaching in Shelikof Strait, which it claims as inland waters.

New Halibut Season Opens

SEATTLE—Fresh halibut from the Bering Sea banks is back on the market again, with the start of the new season late last month. The International Pacific Halibut Commission set a March 28th opening date for the season this year.

Allowing about two weeks for a trip, the first full catches began arriving here in mid-April. The timing was about right, with distributors' stocks virtually depleted by a heavy consumer demand in spite of higher prices than last year. Prices are up about five cents per pound over a year ago.

Opened April 19

Fishing in other areas opened up on April 19 and will close September 30. These dates cover the area below the Aleutians and Alaska peninsula west of the Shumagin Islands. Although this area provides for an earlier closing than the Bering Sea banks, its main advantage is that it carries no quota. The boats are allowed to take in all they can get within the time limit. The season deadline up north in the Bering Sea is October 15.

The main halibut season is still a few weeks off, and will not get underway until May 9. All told, SIUNA fishermen and suppliers are looking for a fair season this year.

Meanwhile, the stay-in-port program in effect last year continues in 1962. Under this arrangement a halibut boat voluntarily remains in port for a period of eight days after delivering a trip. This program helps maintain the market by spreading deliveries and also discourages transient boats from entering the field.

The two boats, the Ohtori Maru and the Shoichi Maru, were boarded by State Fish and Game Department officials and brought into this harbor. The captains of both Japanese boats were arrested on charges of violating Alaska's commercial fishing laws. They were later released on bail, pending court action, on condition that they left the disputed waters within five days.

Spotted On Radar

The Japanese fleet was observed over a two-week period beginning April 2. The Ohtori Maru was spotted April 14 on radar one mile within the territorial water limit. Fish and Game officers then closed in.

Officials said the Japanese fleet was made up of six boats, including a 5,000-ton mother ship, the Ban-shu Maru, with a crew of 123 on board. The skipper of the mother ship was also arrested and charged with operating commercially without notifying State authorities.

Officials explained that the state's concern over the presence of the Japanese fleet was mainly caused by a threat to the Shelikof Strait's rich crabbing grounds, where 27 million pounds were netted last year. The Japanese were after herring, but, if permitted this, it was felt they might assume unrestricted rights.

The seizures and arrests stirred up a 25-year feud over the area, which Alaska claims as inland waters regulated by state and federal laws. The Japanese government has asked for a full report and threatens to protest the state action if it can be shown the fleet did not violate territorial waters. Owners of the fleet said their orders were to stay five miles off the coast.

Six Years After Doria Loss

Okay New Sea Safety Pact

WASHINGTON—An outgrowth of the collision by the passenger liners Andrea Doria and Stockholm six years ago, a new international convention on safety at sea has just been approved by the US Senate. The measure updates a 1948 international agreement but its standards are still below those of the United States.

The agreement known as the International Convention on the Safety of Life at Sea was ratified 74-0 in the Senate. It was signed at a world sea safety conference in London two years ago and was presented to the Senate Foreign Relations Committee for consideration last April.

Impetus for the 1960 world conference came from the Doria-Stockholm disaster off the Massachusetts coast in 1956. In the course of the collision, 50 lives were lost and the Doria was lost. The accident spurred demands for more aggressive policing of shipping tracks in the Atlantic area,

which are the prescribed routes east and west for all shipping. Testimony at the time indicated at least one of the vessels was off the track in force at the time.

When the 1960 SOLAS agreement goes into effect, superseding the convention of 1948, it will raise standards for all shipping and include for the first time provisions governing nuclear ship operations. It also improves construction standards and operating procedures which were sharply questioned at the time of the 1956 crash.

The new agreement bears some resemblance to the 1948 convention, but a number of important

improvements have been noted. Significant machinery and electrical changes were made for passenger and cargo ships, particularly in regard to steering gear and a prohibition against using fuels with low flash points. Fire protection requirements have been increased to bring them closer to the standards of this country.

Use of inflatable liferafts will be accepted under the new convention, which contains requirements for their construction and use. The US Coast Guard has already approved the inflatable gear as supplementary equipment in US vessels. Four years after the new convention comes into full use, the automatic alarms of all ships will be required to be a new and improved type.

A recommendation was made to ensure that proper precautions are taken with all types of bulk cargoes, especially on vessels designed for the carriage of grain in bulk. Stability is recognized as one of the main factors in moving these cargoes.

The new agreement on nuclear ships provides a procedure whereby a nation may evaluate the safety of a foreign atom-powered ship before permitting it to enter its ports. In addition, all Governments are authorized to take necessary steps to ensure that the presence of the ship does not create an unreasonable safety hazard. This problem arises currently out of voyage plans for the new NS Savannah.

LABOR ROUND-UP

The Boilermakers have launched a major drive to upgrade apprentice boilermakers in the building and metal trades by requiring all apprentices to enroll for correspondence school instruction. Union contracts have been rewritten to cover the study programs in 40 states. . . . The President's Committee on Equal Employment Opportunities has issued an executive order providing for the inclusion of a clause in government contracts prohibiting discrimination in hiring because of race, creed, color or national origin.

Denver's AFL-CIO Metal Trades Council beat back a raid by Detroit 50 of the unaffiliated United Mine Workers by trouncing the UMW in a bargaining election among 1,481 employees at the Rocky Flats, Colorado, plant of the Atomic Energy Commission. The council has held bargaining rights at the plant, operated by Dow Chemical, for about nine years. The balloting result was Metal Trades Council, 826; District 50-UMW, 540.

US Industries, Inc., will use part of the proceeds from the sale and lease of automated machinery to develop ways of easing the impact of automation on displaced workers. Under an agreement with the International Association of Machinists, the company will pay amounts ranging from \$25 to \$1,000 per machine to a labor-management foundation that will administer a program to aid in the adjustment of workers affected by unemployment. Retraining methods will get top priority.

Efforts by Metropolitan Life Insurance to weaken the Insurance Workers International Union on the eve of contract negotiations failed in Philadelphia when 2,000 agents overwhelmingly backed the union in a National Labor Relations Board election. This was the second time Metropolitan had unsuccessfully tried to force union decertification. . . . The Tobacco Workers International Union has signed new agreements with P. Lorillard and Liggett & Myers covering workers at cigarette manufacturing plants in Louisville, Richmond and Durham, NC. Wage increases ranging from 13 to 30.5 cents per hour were involved.

A possible merger between the AFL-CIO-affiliated American Bakery & Confectionery Workers and the Bakery & Confectionery Workers union expelled from the

Federation in 1957 on findings of corrupt leadership is now being discussed. The BCW last January elected new officers pledged to reform its affairs and seek re-affiliation with the AFL-CIO. . . . Four thousand bus and streetcar operators ended a two-day walkout after the state took over Boston's transit system, reinstated nine fired workers and unsharped the dispute which produced the strike. The Street Electric Railway Employees went out after the private transit operator changed work assignments while proposed new schedules were under arbitration.

Your Gear . . .

for ship . . . for shore

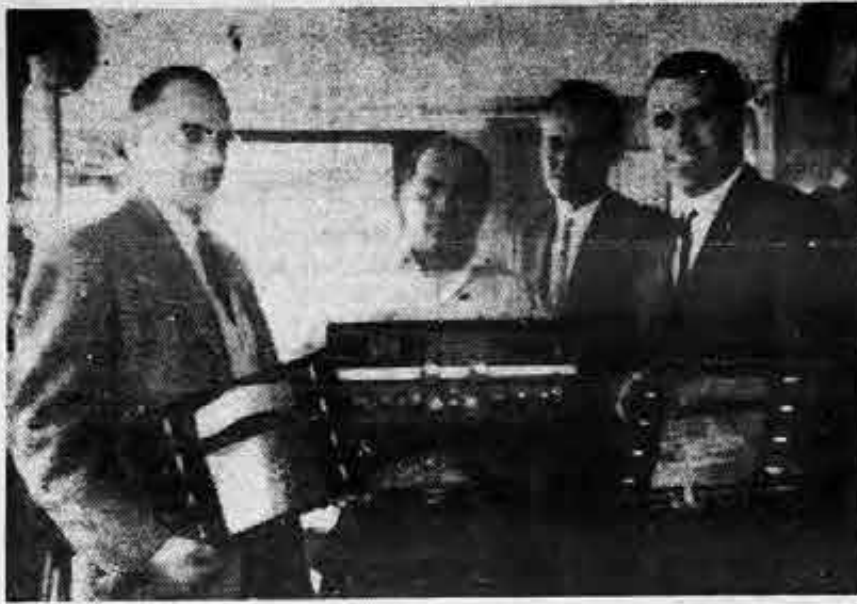
Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Union-operated Sea Chest store.

- Sport Coats
- Slacks
- Dress Shoes
- Work Shoes
- Socks
- Dungarees
- Frisko Jeans
- CPO Shirts
- Dress Shirts
- Sport Shirts
- Belts
- Khakis
- Ties
- Sweat Shirts
- T-Shirts
- Shorts
- Briefs
- Swim Trunks
- Sweaters
- Sou'westers
- Raingear
- Caps
- Writing Materials
- Toiletries
- Electric Shavers
- Radios
- Television
- Jewelry
- Cameras
- Luggage



the SEACHEST

Azalea City Wins Fleet Award



Sea-land's 1961 fleet safety award was earned by the Azalea City which incurred only two lost-time injuries last year. Participating in award ceremony aboard ship were (l-r) Captain J. Boehm, Seafarer Jose Cortez, R. Miester of US Labor Department and Paul F. Richardson, company vice-president and general manager. Identical plaques and radio receivers were given as prizes to officers and SIU crews.

SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

Daily Care Beats A Spring Check-Up

This is spring—a time of new beginning. Throughout time, man has celebrated the end of winter and the emergence of new life. This is the time for festivals, orgies, feast and prayers, as a tribute to the current gods. This is a welcoming to the beginning of a new life, a new cycle. Spring is the time when the pages of many newspapers and magazines blossom forth with news of things to do for the gardener, homemaker, homeowner, and the car owner. It is the time for the spring dose of sulphur and molasses; a time for assault on the accumulation of winter. This is the time to get everything shipshape for the coming season, because we know it's beneficial to protect our property. The prudent instinct in each of us realizes that good maintenance and upkeep prolongs the useful life of our property.

If this check-up and maintenance is good for our car, our property, our possessions, why isn't it time for a check-up of yourself, your wife, your child?

Recheck Personal Habits

What about yourself? Have you reviewed your driving habits? You will probably be surprised at the sloppy and dangerous practices that have crept into your driving, any one of which could cause a serious accident. How about your work around the house? Your activity aboard ship? Simple negligence can cause accidental injury or death.

How about your weight? Are you overweight? Do you eat three pork chops when one should suffice? It's your responsibility and only you can control it. Do you have headaches, or dizzy spells? Is your vision blurred? Have you had your glasses checked? Do your teeth hurt? Do you have chest pain? Do your feet hurt? Do your corns bother you? Then do something about it; you would if it were your car.

Avoid Tensions

Do you smoke very much? Evidence indicates a relationship between cigarette smoking and lung cancer. Further, does your furnace leak gases into your house, or does the muffler on your car fill it with carbon monoxide? These can kill you just as dead and quicker than cancer.

Do nagging unsolved problems at work, at home, or aboard ship, tear away at your ulcers? Are you trying to drive a Cadillac on a Rambler income? Are you trying to keep up with the Jones when the Smiths are your speed? Are you just trying to do too much with what you have or what you are? If so, usually there is something possible to do to relieve these tensions. Unless you do, they take a terrific toll in wear and tear on your mind and body.

Steady Watch

This spring checklist could go on and on, but it's difficult to be very hopeful about it. These things are usually taken very seriously at the moment, then promptly for-

gotten. It would be better if every one of us paused once in a while to reflect on such matters and took the responsibility for his own health. For certainly there is nothing that can take the place of self-appraisal and self-determination. Those spring sulphur-and-molasses "tonics" may induce catharsis of the body, but there is serious doubt that many of us develop good health habits from this dosing.

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

SIU SOCIAL SECURITY BULLETIN BOARD

SEAFARERS IN DRYDOCK

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

- USPHS HOSPITAL NEW ORLEANS, LOUISIANA**
 William Adams Raymond Lavigne
 Jose Alonzo, Jr. Millard Lindsey
 Edward Arrard Thomas Long
 Thomas Blackledge William Mason
 Percy Boyer Olus McCann
 John Brady T. McRaney
 Clyde Brown Ethen Mercer
 Manuel Church Sam Morris
 Jorge Colo Clinton Morrisette
 Antonio DeSouza Wilmer Newsom
 Antonio DiNicola Earl W. Ott
 Alan Douhet Harry Peeler
 J. B. Dyess F. Primeau, Jr.
 John A. Eivenhardt James Regan
 Louis Estrada William Roberts
 William Flynn Calvin Rome
 Clinton Franks John Sansome
 Eugene Gallaspy Aubry Sargent
 Needem Galloway Theodore Simonds
 Charlie Gedra Murray Smith
 Norman Kilhikis Louie Storie
 Nathan Goldfinger Lucien Theriot
 Joseph Hamilton Patrick Thompson
 George Hammock William Van Dyke
 Carl Harris J. K. Wardwell
 Alvin Henderson Richard Weir
 Malden Hibbs Richard Welch
 Chester Holtz Carlis White
 Edward Jeanfieu William Weemers
 Pauline Knox Eugene Williams
 Mike Kowdouris E. A. Wright
 Paul Kronbergs

- USPHS HOSPITAL NORFOLK, VIRGINIA**
 Herman Carney Roy Rayfield
 Riley Johnson Clarence Robinson
 Hugh Meachan Charles Taylor
 Charlie Phelps

- USPHS HOSPITAL SAVANNAH, GEORGIA**
 Malcolm Foster Hushlin Warren
 Robert Stalnack D. L. Williamson

- USPHS HOSPITAL GALVESTON, TEXAS**
 E. A. Alsworth Jesse Joy
 Isham Beard Francisco Jimenez
 William Babbitt Ioannis Kolonas
 James Connors Norman Longtine
 Frank Cuellar Ebbie Markin
 David Dutton Willis Moncreif
 Luther Dills Pablo Mendez
 Nolan DeLatto William Pereyra
 C. J. Frey Stephen Plash
 Burl Halre Warren Reek
 Robert Hinojosa John Talbot
 Robert Hune Ranson Wilson
 Harold Holmes Raymond Wagner
 Justice Hughes

- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
 Michael Burns Edward Lowe
 Bernard Fay Dennis Marcoly
 Anderson Gowder Phillip Mason
 Gustav Holgerson Richard Ripley

- SAILORS SNUG HARBOR STATEN ISLAND, NEW YORK**
 Henning Bjork Thomas Isaksen
 Alberto Gutierrez

- USPHS HOSPITAL FORT WORTH, TEXAS**
 Benjamin Deibler Max Olson
 Abe Gordon Willis A. Young
 Thomas Leahy Bozo G. Zelencio

- VA HOSPITAL WEST HAVEN, CONN.**
 George Johnson

- VA HOSPITAL WEST ROXBURY, MASS.**
 Raymond Arsenaull

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

- SOUTHEAST LA. HOSPITAL MADEVILLE, LOUISIANA**
 Robert McKean

- PINE CREST HAVEN COVINGTON, LOUISIANA**
 Frank Martin

- US SOLDIERS HOME WASHINGTON, DC**
 William Thomson

- USPHS HOSPITAL STATEN ISLAND, NEW YORK**
 Omar Ali Adolfo Ansuarte

- Felix Aree
 William Berquist
 Robert Burton
 Michael Callahan
 Joe Callaway
 Antonio Carrano
 Alfredo Cedeno
 George Crabtree
 George Curry
 William Cutley
 Rufol DeFrottes
 Joao DeMadelros
 Charles Peral
 Arthur Graf
 William Granger
 Samuel Howard
 Hans Jacobson
 Kendall Kelly
 Charles Kinnke
 John Klepadlo

- USPHS HOSPITAL BALTIMORE, MARYLAND**
 Thomas Clough Arthur Macumber
 Charles Crockett James Mitchell
 Edward Denchy Albert Morse
 Anthony Ferrer Jobe Mullen
 Friedof Fondilla John Pomeroy
 Eusible Gherman S. Richardson
 James Haines Thomas Riley
 Richard Heffley Thomas Robertson
 Lawrence Holbrook Charles Shaw
 Lars Johansen Harold Spicer
 Henry Johnson Arthur Stevens
 E. Kleczkowski Francis Wherrity
 Wayman Lizotte

- MT. WILSON STATE HOSPITAL MT. WILSON, MARYLAND**
 George Lesansky John Staglefort
 Blakely Saylor

- USPHS HOSPITAL SEATTLE, WASHINGTON**
 Thomas Carter Howard Rode
 D. O. Coker Henry Vallejo
 William Datzko John Wright
 Robert E. Gannon

- USPHS HOSPITAL BRIGHTON, MASS**
 Clyde Whittaker

Get That SS Number Right

Seafarers filing vacation money claims should make sure that they use their correct Social Security number. Use of the wrong number means a clerical headache for the Vacation Plan office and slows up the handling of payments.

Physical Exams—All SIU Clinics

February, 1962

Port	Seamen	Wives	Children	TOTAL
Baltimore	78	15	11	104
Houston	92	3	1	96
Mobile	46	10	6	62
New Orleans	186	10	10	206
New York	293	24	12	329
Philadelphia	22	2	4	28
TOTAL	717	64	44	825

SIU Blood Bank Inventory

March, 1962

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	9	0	0	9
New York	122½	15½	33	105
Philadelphia	82	2	1	83
Baltimore	82	8	0	57½
Norfolk	15	0	0	15
Jacksonville	35	9	0	44
Tampa	5	10	14	1
Mobile	12	8	4	16
New Orleans	21	0	2	19
Houston	17½	7½	0	25
Wilmington	7	1	4	4
San Francisco	(12)*	5	2	(9)
Seattle	15	0	0	15
TOTAL	378½	66	60	384½

* Figures in parenthesis () indicate shortage to be made up.

SIU Welfare, Vacation Plans

Cash Benefits Paid—February, 1962

	CLAIMS	AMOUNT PAID
Hospital Benefits (Welfare)	6681	\$27,594.29
Death Benefits (Welfare)	12	43,606.48
Disability Benefits (Welfare)	242	36,300.00
Maternity Benefits (Welfare)	47	9,400.00
Dependents Benefits (Welfare)	440	39,785.49
Optical Benefits (Welfare)	294	3,250.63
Outpatient Benefits (Welfare)	10579	54,942.00
Summary (Welfare)	18295	\$214,878.89
Vacation Benefits	1153	\$182,640.71
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD	19448	\$397,519.60



In the hospital?

Call SIU Hall immediately!

SIU SOCIAL SECURITY DEPARTMENT

SOCIAL SECURITY REPORT

Joseph Volpian, Social Security Director



Aged-Care Program Would Help All

An important but seldom-mentioned consequence of proposed Social Security insurance covering medical costs for the aged would be a vast expansion in other forms of health insurance. This would actually mean more protection for the American people as well as higher earnings for private insurance companies. The irony here is that many commercial insurance companies (and the American Medical Association) oppose the Social Security approach as "destructive" to private coverage.

This is especially bewildering in view of the obvious evidence to the contrary, offered by the quarter-century record of old-age pensions. Before Social Security, only the well-to-do had annuities or similar retirement plans. Most wage and salary earners held on

to their jobs as long as possible, tried to save a few dollars against the inevitable day when they were forced to quit, but wound up living with their children or in a poor-house.

The explanation was simple enough. Wage and salary earners couldn't afford to buy, over their working lives, a retirement annuity that would pay enough to support them. Nor could they do so today—if they had to build from zero a month.

But today they can start from the basic Social Security benefit. To be sure, they have paid toward it, just as they might have paid for a private program in earlier years. However, their contribution was matched by their employer, and the economies of a national plan, with no plush executive salaries and no wish to earn a profit, make it possible to pay out in benefits a heavy proportion of receipts.

What has been the result? Millions of wage and salary earners have supplemented their basic Federal pensions through company-paid, plant-wide or industry-wide programs, or through personal plans paid out of their own pockets. The benefits from most of these private pension plans would have little meaning if they stood alone; as additions to Social Security, their value is immense.

Accordingly, through company and individual investments, commercial insurance companies have a volume of pension business beyond their fondest dreams of a generation ago. Yet these same companies, when Social Security was proposed, predicted their own ruin.

It's certainly not hard to see that the same sort of thing would happen with health coverage. Today, a retired person can at best afford only an inadequate hospitalization policy; little better is available to younger people who want to buy protection against their old age. As a result, many don't bother to spend good money for poor coverage.

However, if the basic costs of institutional care were met through a Social Security program, private insurance covering doctors' bills, prescriptions and other medical costs would be within practical reach. Millions of workers would buy these supplementary policies to protect themselves more completely. Some sensible insurance executives recognize this. It's unfortunate that more of them don't take the time out to study the facts but, instead, rush to condemn a program that is in everyone's interest.

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

3 Veteran Seafarers On Pension

Three veteran Seafarers with a total of 58 years' sailing with SIU-contracted companies have been approved for Union pensions as a result of joint trustee action.

Joining the roster of 17 old-timers previously retired this year on \$150 monthly pensions are Robert Lee Gresham 64; Joseph William Henderson, 66, and Joseph Yonick, 65.

A black gang member, Brother Gresham has been sailing with the Union since 1943, joining in Baltimore, Md. He signed off his last ship, the Steel Vendor (Isthman) on May 9, 1961 after a year's voyage. A World War I Navy veteran, the 64-year-old seaman makes his home in Princetown, Ky., where his sister, Mrs. Grayle Pettit, is next of kin.

After seetime on American-flag vessels dating back to 1932, Brother Henderson joined the SIU



Gresham



Henderson



Yonick

In 1938 at Mobile. He paid off his last ship, the John B. Waterman (Waterman), on August 28, 1961 as a cook. The 66-year-old Seafarer, oldest retiring this month, resides in Mobile with his wife, Jonnie May, in their own home.

A native of Poland, Brother Yonick joined the Union in 1945 in Baltimore, Md., and began sailing in the engine department. He signed off the Hercules Victory (Ocean Carriers) on December 5, 1961. The 65-year-old seaman served with the Army during World War I. A sister, Mrs. Frances Johnson, of Philadelphia, Pa., is listed as next of kin.



Addressing SIU membership meeting in NY, Seafarer Al Arnold, bosun, cited value of Union clinics in upgrading members' health.

NY Checks 20,000th Seafarer

Medical Clinics Five Years Old

NEW YORK—The Pete Larsen Memorial Clinic in Brooklyn, the first Union medical center opened by the SIU, examined its 20,000th Seafarer this month completing its fifth year of operation.

Edward A. Anderson, 66, who signed off the Steel Chemist (Isthman) as chief electrician, was the 20,000th man to be processed by the center. In April, 1957, when the clinic began examining Seafarers, he was one of the first five to use the facility.

Undergoing his yearly check-up, Anderson got a complete examination at the center, including a blood test and chest X-ray as part of a head-to-toe physical.

Heralded as a milestone in the maritime industry when it was dedicated, the medical center was the first to be opened by a US seamen's union. Subsequently, the SIU medical center network has expanded to seven clinics where Seafarers and their families receive complete diagnostic examinations.

The New York center has given almost 23,000 examinations in its five years. This total includes about 3,000 for wives and dependent children in addition to the more than 20,000 for Seafarers who have received their first physical and later returned for annual or more frequent check-ups.

The importance of the clinic was cited by Anderson as he was examined. "It is impossible to know how many lives the clinic has saved," he said. "No one can ever fully sum up the value of this service to Seafarers and their families."

Eight months after the clinic opened here, a second one was

SIU Eyeglass Program Expands To Wilmington

The SIU optical program has been extended to the Port of Wilmington, making the California port the thirteenth in which the completely free eye benefit is available to Seafarers and their eligible dependents. All major coast ports are now participating in the eyeglass plan.

Coverage is the same as in the other ports and provides for free eye examinations and, if needed, regular or bi-focal eyeglasses once every two years.

The port will provide the optical benefit for the overall San Pedro, Los Angeles, Wilmington and Long Beach area of California. The northern part of the state is covered by optical facilities in San

Francisco, one of the 12 other cities in which the Seafarer Welfare Plan previously set up the optical program.

The other ports in which coverage is available include New York, New Orleans, Mobile, Jacksonville, Norfolk, Baltimore, Philadelphia, Boston, Chicago, Houston, and Seattle.

Under the expanded coverage of the plan, which went into effect earlier this year, dependent children are now able to receive safety eyeglasses. This type of lens is shock-resistant and less likely to break, reducing the possibility of glass injury to the eyes.

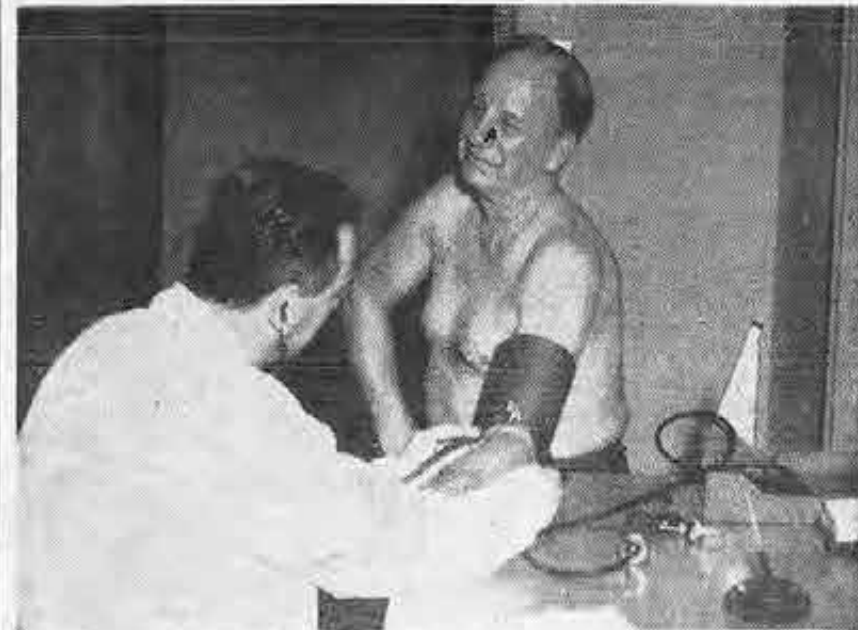
Seafarers and their eligible dependents are entitled to an eye examination and one pair of eyeglasses every two years except in cases requiring glasses more frequently due to special medical reasons. In addition, complete eye check-ups are available through the separate chain of SIU medical centers.

Appointments for the eye examinations can be made through the Union hall in all ports where the plan is now in operation.

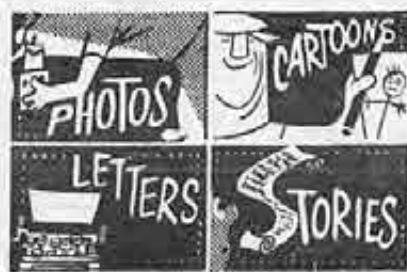
In order for a Seafarer or his dependent to be eligible for the optical benefit, a Seafarer must have at least 90 days of employment in the previous calendar year and one day of employment in the six months immediately preceding the date of application.

Get Certificate Before Leaving

Seafarers are advised to secure a master's certificate at all times when they become ill or injured aboard ship. The right to demand a master's certificate verifying illness or injury aboard a vessel is guaranteed by law. Be sure to get a master's certificate before you leave a vessel as a means of assuring your right to benefits later on.



Seafarer Edward A. Anderson, chief electrician, awaits the word on his blood pressure as he's checked out at the SIU clinic in NY. Anderson was the 20,000th Seafarer examined by the health center as it marked the start of its sixth year of operation. He was also one of the first five Seafarers to be examined when it opened in April, 1957.



Send 'em to the LOG

SIU ARRIVALS and DEPARTURES

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$33,000 in benefits was paid. (Any apparent delay in payment of claims is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates).

Robert Fields, 62: Brother Fields died of a heart condition on January 23, 1961 in South Freeport, Me. He began shipping with the SIU in 1955 and sailed in the deck department. His wife, Mrs. Ethel B. Fields, of South Freeport, survives. Burial was at Elmwood Cemetery, Pownal, Me. Total benefits: \$4,000.



James T. Wiggins, 32: Injuries sustained in an auto accident were fatal to Brother Wiggins on February 19, 1962 in El Paso, Texas. He started shipping with the SIU in 1957 in the deck department. His mother, Mrs. Elizabeth Wiggins, of Durham, NC, survives. Burial was at New Maplewood Cemetery, Durham, NC. Total benefit: \$4,000.



George W. Graham, 50: Brother Graham died of leukemia on December 21, 1961 at the USPHS Hospital, Memphis, Tenn. He had been sailing in the deck department with the SIU since 1947. Surviving is a brother, James C. Graham, of Walnut, Mississippi. Burial was in Ripley, Miss. Total benefit: \$4,000.



Issac McKenzie, 56: A heart attack was fatal to Brother McKenzie aboard the SS Maroro on January 17, 1962. He had been sailing in the steward department with the SIU since 1951. A friend, Ethel Ingram, of Baltimore, Md, survives. Burial was at Wesley Cemetery, Schulerville, SC. Total benefit: \$4,000.



Leonard W. Leidig, 56: A lung condition was fatal to Brother Leidig on January 22, 1962 in Seattle, Washington. He had been sailing in the deck department with the SIU since 1947. His daughter, Marcia Ellen Leidig Shorn, of Champaign, Ill., survives. Burial was at Riverton Crest Cemetery, Seattle. Total benefit: \$4,000.



Mack Acosta, 62: Brother Acosta died of pneumonia on February 12, 1962 at the USPHS Hospital, Baltimore, Md. He began shipping with the SIU in 1960 in the engine department. His brother, Harry Acosta, survives. Burial was at Cathedral Cemetery, Baltimore. Total benefit: \$500.



Lester Knickerbocker, 56: A lung condition was fatal to Brother Knickerbocker on December 22, 1961 at the USPHS Hospital, New Orleans, La. He began sailing with the SIU in 1945 and shipped in the deck department. His wife, Mrs. Ferol Knickerbocker, of North Sacramento, Calif., survives. Burial was at Olivet Memorial Park in California. Total benefit: \$4,000.



John Williamson, 54: Brother Williamson died of natural causes on October 17, 1961, at the USPHS Hospital, Staten Island, NY. He had been sailing in the engine department with the SIU since 1951. Benefits were paid to



Dorothy Hirsch, his sister and the administratrix of the estate. Burial was at Alta Mesa Cemetery, Redwood City, Calif. Total benefit, \$4,000.

Pietro Paulin, 56: Heart disease was fatal to Brother Paulin on February 23, 1962 at the Long Island College Hospital, Brooklyn, NY. He had been sailing in the steward department with the SIU since 1948. His brother, Otton Paulin, of Pittsburgh, Pa., survives. Burial was at Evergreen Cemetery, Brooklyn, NY. Total benefit: \$500.



John E. Doud, 40: Brother Doud died of a kidney ailment on February 19, 1962 at the USPHS Hospital, New Orleans, La. He began shipping with the SIU in 1961 and sailed in the engine department. His wife, Marion E. Doud, of Detroit, Michigan, survives. Burial was at Pleasant Prairie Cemetery, White Cloud, Mich. Total benefit: \$4,000.



All 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 \$7,600 in maternity benefits and a maturity value of \$950 in bonds:

Iris Simmons, born January 2, 1962, to Seafarer and Mrs. Henry Simmons, Pineville, SC.

Christian Crabtree, born December 28, 1961, to Seafarer and Mrs. Calvin A. Crabtree, Mobile, Ala.

Violet Herbert, born October 23, 1961, to Seafarer and Mrs. Leon Herbert, Sulphurs, La.

Mark Maurice McConley, born December 10, 1961, to Seafarer and Mrs. Jarrell McConley, Brandytown, W. Va.

Sandra Palmes, born November 4, 1961, to Seafarer and Mrs. John Palmes, Baltimore, Md.

John S. Rogers, born November 30, 1961, to Seafarer and Mrs. Robert F. Rogers, Highland, Texas.

Michael Ange, born December 2, 1961, to Seafarer and Mrs. Michael B. Ange, South Norfolk, Va.

Phillip Urbina, born December 18, 1961, to Seafarer and Mrs. Francisco Urbina, Galveston, Texas.

Randal Lundy, born December 25, 1961, to Seafarer and Mrs. Thomas J. Lundy, Wilmer, Ala.

Cora Gonzalez, born September 18, 1961, to Seafarer and Mrs. Endique Gonzalez, Houston, Texas.

Jay Frank Joyner, born January 5, 1962, to Seafarer and Mrs. Jay F. Joyner, New Orleans, La.

John C. Gustafson, born January 31, 1962, to Seafarer and Mrs. Rune G. Gustafson, Staten Island, New York.

Erwin Vial, born January 30, 1962, to Seafarer and Mrs. Erwin H. Vial, New Orleans, La.

Victoria McNeill, born January 8, 1962, to Seafarer and Mrs. Robert McNeill, Texas City, Texas.

Michael Rabago, born January 29, 1962, to Seafarer and Mrs. Tony Rabago, Galveston, Texas.

Katherine E. Brooker, born January 31, 1962, to Seafarer and Mrs. Arthur E. Brooker, San Marcos, Texas.

Teresa Esther Ramirez, born December 8, 1961, to Seafarer and Mrs. Luis A. Ramirez, Caguas, Puerto Rico.

Wilma Jean Roberts, born February 3, 1962, to Seafarer and Mrs. John A. Roberts, Woodlawn, Va.

Melinda Ann Mueller, born January 15, 1962, to Seafarer and Mrs. Herbert Mueller, New Orleans, La.

Bobby Troclair, Jr., born February 7, 1962, to Seafarer and Mrs. Bobby Troclair, Mobile, Ala.

Maya L. Johnson, born January 8, 1962, to Seafarer and Mrs. Woodrow Johnson, Los Angeles, Calif.

Clara V. Coyle, born November 22, 1961, to Seafarer and Mrs. Dewey Charles Coyle, New York, NY.

Sonia Cruz, born September 30, 1961, to Seafarer and Mrs. Juan Cruz, New York, NY.

Donald J. Burns, born January 1, 1962, to Seafarer and Mrs. Robert Burns, Boston, Mass.

Laura Beth Selden, born December 20, 1961, to Seafarer and Mrs. Allen Selden, Brooklyn, NY.

Thomas Curry, Jr., born January 15, 1962, to Seafarer and Mrs. Thomas Curry, Brooklyn, NY.

Gregory Sharp, born November 5, 1961, to Seafarer and Mrs. William S. Sharp, Pasadena, Texas.

Henry Violante, born November 5, 1961, to Seafarer and Mrs. Joseph Violante, Baltimore, Md.

Brenda Hebert, born January 9, 1962, to Seafarer and Mrs. Paul M. Hebert, New Orleans, La.

Michelle Harris, born December 9, 1961, to Seafarer and Mrs. Arthur Harris, Bronx, NY.

Meldoy and Monica Sarver, born December 19, 1961, to Seafarer and Mrs. Joseph R. Sarver, New Orleans, La.

Vince Pound, born November 21, 1961, to Seafarer and Mrs. Victor Charles Pound, Poulsho, Washington.

John E. Delong, born February 2, 1962, to Seafarer and Mrs. John Delong, Baltimore, Md.

Mary Rounds, born February 15, 1962, to Seafarer and Mrs. John Rounds, Houston, Texas.

Toni Molls, born February 17, 1962, to Seafarer and Mrs. Antonio Molls, Jr., Texas City, Texas.

Stanley Freeman, Jr., born February 3, 1962, to Seafarer and Mrs. Stanley Freeman, Houston, Texas.

Alfred Everett, born November 18, 1961, to Seafarer and Mrs. Louis Everett, Norfolk, Va.

OVERSEAS ROSE (Maritime Overseas), December 10—Chairman, Karl Hillman; Secretary, R. Donnelly. \$12.35 in treasury. No beefs. Keep door to engine room closed in hot weather. Crew requested to donate to ship's fund to have TV repaired. See patrolman about ship sailing short-handed.

MARYMAR (Calmar), December 31—Chairman, Victor D'India; Secretary, Stephen Homka. Company urged to install wooden lockers in crew's quarters. Dispute between mate and bosun to be taken up by patrolman. Repair door lock in engine fiddle room.

ALCOA POINTER (Alcoa), January 27—Chairman, W. Palmer; Secretary, N. Flowers. \$8.25 in treasury. Motion made to notify the company by telegram to stop allotments 10 or 12 days before payoff and request patrolman to look into the matter. Need mattress covers.

JOSEPH V (Ocean Cargo), December 3—Chairman, Clarence Faust; Secretary, R. W. Schoolcraft. No beefs reported by department delegates. F. Paschang lected new ship's delegate.

PENN TRANSPORTER (Penn Navigation), January 14—Chairman, Dick Cummings; Secretary, D. M. Ravosa. No beefs reported. D. M. Ravosa elected new ship's delegate. Request to wash poop deck twice a week if possible. Vote of thanks to steward department.

COB VICTORY (Victory Carriers), January 16—Chairman, E. F. Allen; Secretary, B. Webb. \$12.00 in treasury; H. Mobley elected treasurer. No beefs. Heartfelt vote of thanks to retiring ship's delegate for outstanding job done over last four trips. Complaint by crew about too many inexperienced men being shipped on here. Poor service in mess hall makes for ill will and hard feelings among the crew.

DEL AIRES (Mississippi), December 31—Chairman, J. Caspard; Secretary, G. Steele. \$12.00 in treasury. No beefs reported. Motion carried that blood type be stamped on health card in case of an emergency. Request for new washing machine and to have ship sprayed.

ROBIN KIRK (Robin Line), January 7—Chairman, Orville Arndt; Secretary, Larry Santa Ana. \$7.71 in treasury. No beefs. All repairs made except the cleaning of the domestic and wash water tanks; they will be cleaned this trip. Motion carried that crewmembers be allowed to draw monies due at each port. Crew agreed to contribute one dollar per man to ship's fund.

LONGVIEW VICTORY (Victory Carriers), December 22—Chairman, James Schroeder; Secretary, K. C. Hogstrom. \$1.03 in treasury. No beefs reported by department delegates. J. Schroeder elected new ship's delegate. Repair list to be taken so re-

DIGEST of SIU SHIP MEETINGS

pairs can be made during present voyage.

HERCULES VICTORY (Ocean Carriers), January 7—Chairman, C. Webb; Secretary, J. W. Puckett. No beefs reported by department delegates. F. J. O'Neil elected new ship's delegate.

ALCOA PARTNER (Alcoa), January 7—Chairman, T. J. Lewis; Secretary, John L. Munnerlynn. No beefs reported. Company should have fresh fish on board in each port the same as fresh milk and bread. Everything running smoothly.

CANTIGNY (Cities Service), January 13—Chairman, E. Wright; Secretary, E. Farrell. \$1.70 in treasury. Better grade of toilet paper requested. Steaks are too tough. Showers should be painted. Washing machine needs to be repaired.

FAIRPORT (Waterman), January 9—Chairman, Steve J. Thayer; Secretary, John J. Doyle. Everything run-

ning smoothly. \$4.60 in treasury. Ray Miller elected new ship's delegate.

COUNCIL GROVE—(Cities Service) January 16—Chairman, Drew Gay; Secretary, Clyde Kent. No beefs reported by department delegates. T. R. Frazier elected new ship's delegate. See patrolman about new washing machine. Poor grade of beef. Complaint about deck department smoking during working hours. Passageways need painting.

FLOMAR (Calmar), January 17—Chairman, Joseph Mosakowski; Secretary, T. A. Jackson. \$10.00 in treasury. No beefs reported by department delegates.

ANLI (Seafarers Inc.), December 24—Chairman, T. U. Hydock; Secretary, James Ahearn. No beefs reported by department delegates. Replace agitator on washing machine. Need new water pump. Man on gangway watch should keep key for messroom in foreign ports.

JEAN LAFITTE (Waterman), January 4—Chairman, Marcel Jetter; Secretary, Jim Rogers. Vote of thanks to the steward department for a job well done. \$46.96 in treasury. No beefs. Request to put a time limit on use of washing machine. Return cups and glasses to crew pantry. No swimming in the Panama Canal.

STEEL APPRENTICE (Isthmian), December 17—Chairman, J. Arshon; Secretary, R. Masters. No beefs reported by department delegates. Crew reminded not to go to messhall and pantries in underwear. Switch screen door from galley to messhall. Install hamp in order to keep door locked in Korea and Formosa.

EMMA (Butt), November 5—Chairman, R. Edwards; Secretary, Paul Johnson. No beefs reported by department delegates. Steward asked to put out more night lunch. Request more canned milk.

DESOTO (Waterman), December 19—Chairman, Daniel B. Fitzgerald; Secretary, J. F. Castronover. No beefs reported by department delegates. Crew to try to accrue a new washing machine. Show old machine to boarding patrolman. Vote of thanks for steward department.

Type Minutes When Possible
In order to assure accurate digests of shipboard meetings in the LOG, it is desirable that the reports of shipboard meetings be typed if at all possible.



Sea Transfer Saves Seafarer
A dramatic emergency transfer using two helicopters saved the life of messman Edward "Pappy" Doyle on the Wild Ranger (Waterman) after he became critically ill at sea. Seafarer Guy De Baere, NCB, took the photographs showing a Navy doctor being lowered to the Ranger (top) and Doyle being picked up (bottom) by a second helicopter.



LOG-A-RHYTHM:

Seeking A Touch?

By Alexander J. Leiter

Have you noticed the shipmate who patches his clothes . . . Then goes ashore and spends all his dough?

Or the one shouting "cheap" if you don't take a cab . . . Yet this guy . . . ashore Always runs up a tab.

What are they thinking these fellas who spend . . . And then become angry 'cause you won't lend?

My theory's not . . . to sit on a shelf. But good golly, man take stock of yourself.

You made "it" and spent "it" you blew "it" away . . . You'll be in some fix come "that rainy day."

Why not consider and think of tomorrow . . . So you won't have to seek from someone to borrow.

"It's my money," he says "I do as I please" . . . To this there's no answer so I leave with the breeze.

Free advice I can offer to some it's not much . . . Just don't come to me if you're seeking a touch!

FROM THE SHIPS AT SEA

The Barbara Frietchie (Winchester) turned in one of the most unusual reports from a ship at sea in quite a while. The ship's delegate, Ralph King, decided that some one else could take the ship home and give him a rest, so he resigned at the shipboard meeting. The resignation was accepted and nominations were the order of business. What happened? King was nominated and reelected in prompt order.

According to this crew, the big beef aboard ship is over the fact that the steward is serving "too damn many sirloins and not enough hot dogs." One crewman said it was obvious that the Baltimore contingent aboard ship "misses the East Baltimore Street cooking."



King

On the Del Aires (Mississippi), the crew gave ship's carpenter Ruls a vote of thanks for his alertness and prompt action which saved the life of an AB while the ship was docking. Details are missing, but at least one SIU able seaman isn't.

A suggestion that ships' meetings be rotated and held during different hours of the day has come from the Warrior (Waterman). The crew said this will enable men on watch when meetings are usually scheduled a chance to attend the shipboard Union sessions.

After sailing under the Liberian flag for a while, the Globe Progress (Ocean Cargo) has come back



Posing on the John C (Atlantic Carriers) while on a US Gulf to Far East run are (l-r) Curry, AB; Mayham, AB; Toyer, OS; and an unidentified Seafarer. E. J. George, third mate, sent in the picture.

under the US flag and the crew is working to bring the ship up to SIU standards. The takeover gave crewmembers a first-hand look at the substandard conditions aboard these non-union vessels and the picture was a pretty dismal one. A number of improvements were immediately put into effect so that there would be no back-sliding to the living and working conditions that were current 20 years ago.

The gang aboard the Alcoa Planter (Alcoa) will take up a collection at payoff and send the money with a thank-you letter to

the women of St. Cross Episcopal Church in Hermosa Beach, California. The crew received a number of gifts from the women's group in recent months and feels it can show its appreciation by returning the favor.

The washing machine aboard the Kenmar (Calmar) is really getting a good working-over and impatient crewmembers can't wait for their turn to use the machine. The crew is discussing the possibility of having the chief engineer drill a bigger hole for the drain so they can speed up emptying the machine for the next guy in line with his wash.

One ship's nominee for the "Shipmate of the Month" award or something is an unnamed AB in the deck gang on the Seatrain New Jersey. Our hero is one who calls the watch and brings a warming cup of coffee with him at the same time. There's one good feature about this, according to Walter Karlak, who wrote in about it from the New Jersey. It makes things a lot pleasanter for the man getting the wake-up call and gets the watch out a little bit easier. An idea like this might even catch on with other ships.

The Overseas Rose (Maritime Overseas) is apparently sailing in some tropical clime. While most crews are still wondering how to keep warm on North Atlantic runs, this vessel's crew is being reminded to keep the door to the engine room closed to keep the heat down. Another problem for the crew is the TV set which is on the blink. They plan to donate to the ship's fund to have it repaired.

Mail Crew Lists To Union Office

In order to keep 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.

DEL VALLE (Mississippi), Nov. 19—Chairman, Jack Procell; Secretary, Vincent J. Fitzgerald. A vote of thanks to the ship's delegate for a job well done. \$3.00 in treasury. No beefs reported. Keys to be checked by all department delegates.

MAYFLOWER (Mayflower), Jan. 25—Chairman, John D. Barnett; Secretary, T. F. Greeney. Cable sent to headquarters regarding man missing ship in Baytown, Texas. \$7.64 in ship's fund. New television antenna installed. No beefs reported by department delegates.

EAGLE VOYAGER (United Maritime), Jan. 21—Chairman, L. Williams; Secretary, F. O. Ish. All disputes settled. Letter being written to headquarters for clarification on wipers doing sanitary work.

MAIDEN CREEK (Waterman), Jan. 19—Chairman, A. Ellingsen; Secretary, J. C. Barrette. Ship's delegate reported all running smoothly so far. \$3.00 in ship's fund. No beefs reported. Vote of thanks to acting ship's delegate A. Ellingsen for a job well done. Motion to elect him as ship's delegate. Clarification requested on \$800 vacation pay. Additional handrail to eatwalk back aft needed. Clock should be installed back aft.

THETIS (Rye Marine), Nov. 19—Chairman, Herman R. Whisnant; Secretary, G. G. Lane. Dispute with captain about soogeeing and painting rooms to be taken up at payoff. \$21 in ship's fund. Compliments to the West Coast members aboard ship for a job carried out and well done. Vote of thanks to chief cook and steward for a job well done also.

PORTMAR (Calmar), Nov. 26—Chairman, G. Matzimisios; Secretary, H. Kennedy. Few beefs in deck department regarding working on deck before 6 AM and after 3 PM. No other beefs reported by delegates. Crew asked to use passageways instead of coming through pantry during meal hours.

TRANSNORTHERN (Globe Waterways), Nov. 4—Chairman, J. Quinter; Secretary, J. Hauser. Very few repairs have been made. No other beefs reported. Vote of thanks to steward department.

NATALIE (Maritime Overseas), Nov. 26—Chairman, J. McLaren; Secretary, R. W. Ferrandiz. \$10 in ship's fund. No beefs reported. Entire crew gave steward department a vote of thanks for a job well done all trip. A sample of oil in water was saved to be checked by patrolman. Lodging allowance to be checked regarding lack of water for over twelve hours. Call-back to be cleared for deck department.

ALCOA PARTNER (Alcoa), Nov. 26—Chairman, Robert D. Schwarz; Sec-

retary, Homer Starling. Ship's delegate reported everything okay. Few hours' disputed OT in engine department. Ship needs fumigation for roaches. Vote of thanks to steward department for fine Thanksgiving Dinner.

LUCILE BLOOMFIELD (Bloomfield), Nov. 8—Chairman, W. Mith; Secretary, F. Mitchell. The crew of this ship concurs motion made by member on Steel Flyer (Isthmian) in August 3rd ship's minutes that section 67 of the Seatrain contract be adopted in the general agreement. No beefs reported by department delegates.

PENN VOYAGER (Penntrans), Nov. 5—Chairman, John Hunt; Secretary, A. B. Barnes. Ship's delegate reported everything running smoothly. Motion to incorporate present vacation of

DIGEST of SIU SHIP MEETINGS

\$400 with the new \$800 plan to benefit all brothers. Ship to be sold in Tampa, Florida, upon arrival.

SEATRAN TEXAS (Seatrain), Dec. 22—Chairman, G. Chandler; Secretary, W. Clegg. \$99.45 in treasury. No beefs reported by department delegates. Motion to ask Captain to have signs made about keeping longshoremen out of topside passageway. Voted to have free cokes on Christmas day using money from ship's fund. Will get in touch with TV repair man in Texas City.

COEUR D'ALENE VICTORY (Victory Carriers), Dec. 17—Chairman, C. Johnson; Secretary, R. McCulloch. Buson removed from vessel at Bordeaux, France, with infected leg. A vote of thanks to the steward and his department for good chow and service. Suggestion that ship's hospital be used for sick men instead of them remaining in watch fo'c'sle.

ANDREW JACKSON (Waterman), Dec. 17—Chairman, D. B. Jordan; Secretary, Roscoe L. Alford. Delayed sailing to be taken up with Union. Union to see if different arrangement can be made in engine department quarters so that each watch will have a separate fo'c'sle. All hands requested to help messman keep ship clean, to cooperate in the safety of the ship and not to use the washing machine between the hour of 4:30 PM and 5:30 PM. No one to operate valves

for heat in crew fo'c'sles except engineer in charge.

MORNING LIGHT (Waterman), Dec. 17—Chairman, Raymond Hodges; Secretary, A. E. DeLaney. Captain neglected to get milk in foreign ports. Crew's beefs about night cook & baker to be taken up with patrolman. Ship's delegate to see patrolman about paying off ship in New York before Christmas. Crew asked to turn washing machine motor off after use and to cut down on noise in messroom.

SHORT HILLS (Sea-Land), Nov. 13—Chairman, Luke Wumba; Secretary, Paul L. Whitlow. Crew complained about inadequate slopchest. Need more popular brands of cigarettes and other items. Request better mail service. Should eliminate age limit on the Pension Plan so that a man can retire after he has his seatime in, regardless of age. Vote of thanks to steward department.

ZEPHYRHILLS (Pan American Overseas), Jan. 25—Chairman, D. A. Sawyer; Secretary, A. Pecteau. Nothing done about any painting of galley, pantry or messrooms. Mate claims he hasn't enough paint this trip. Galley range oven not working yet. Baker's oven and mixing machine still the same, working one day and out again the next. \$5.25 in treasury. Vote of thanks to baker M. Trotman for splendid work done and to the steward, Charlie Thompson is doing a fine job as ship's delegate.

SWORD KNOT (Suwannee), Dec. 11—Chairman, Jack Craven; Secretary, Roy Elford. Captain requests all men to be back on board ship one hour before sailing time. \$25.87 in treasury. Joe Bremer elected new ship's delegate. Crew gave \$100 to Cape Argus (Capetown newspaper) for a donation to a local orphanage over the holidays.

STEEL DESIGNER (Isthmian), Nov. 26—Chairman, Bob Campbell; Secretary, E. Schroeder. \$24.50 in treasury. No beefs reported by department delegates. Laundry to be cleaned after use. Suggestion made that patrolman call a special meeting at the payoff to straighten out the food beef.

DEL CAMPO (Mississippi), Nov. 5—Chairman, D. A. Ramsey; Secretary, Richard C. Gentry. Ship's delegate reported no beefs. All members of the crew using the pantry should clean it up when finished. The same applies to the laundry. Crew asked to remove clothes from the engine room spaces after they are dry.

LONGVIEW VICTORY (Victory Carriers), Nov. 19—Chairman, Juan Rueda; Secretary, Karl Hogstrom. One man hospitalized in Honolulu. All repairs to be taken care of at sea. No beefs reported by department delegates. Ship's delegate to turn duties over to deck delegate in Baltimore

When all replacements are aboard, election of a new ship's delegate will be held. Preparation of food not up to standard.

TRANSYORK (Transwestern), Dec. 7—Chairman, A. M. Pietrowski; Secretary, Edward L. Moore. Taylor elected ship's delegate. No money in ship's fund. Twenty-five cents to be donated by each man on ship for books received from American Merchant Marine Library Association. Portholes to be checked before washing down. Bigger fans needed in messman's room and messhall.

STEEL ROVER (Isthmian), Jan. 6—Chairman, E. G. Keagy; Secretary, R. Sanderlin. One man put ashore in Alexandria due to illness. Most beefs have been settled. Crew will receive the \$250 Safety Award for this period for no accidents. \$32 in ship's fund. Drain needed for crew's laundry room. Steward thanked crew for cooperation. Messroom service has not been satisfactory.

SEATRAN LOUISIANA (Seatrain), Jan. 20—Chairman, F. Pastrano; Secretary, R. Scholl. \$24.24 cash on hand. Motion adopted to get automatic timer for washing machine. Crew going on record 100% for proposal submitted by the Cities Service Norfolk on changes to be made in vacation benefits.

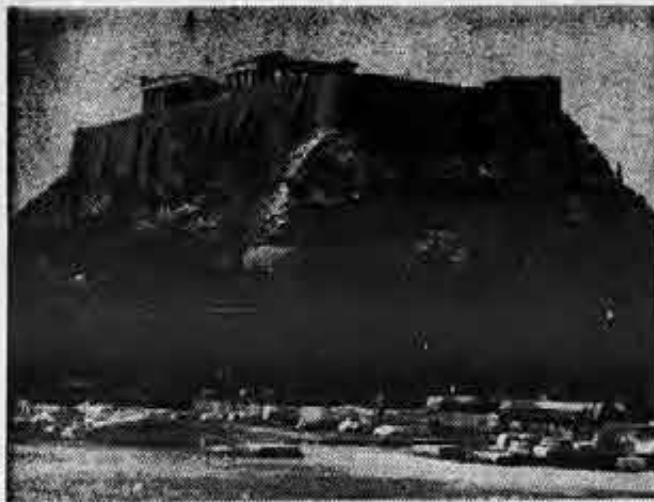
OVERSEAS ROSE (Maritime Overseas), December 31—Chairman, Karl Hillman; Secretary, R. Donnelly. No beefs reported. \$12.35 in treasury. F. Smith given a vote of thanks for doing a good job as ship's delegate and was reelected. Steward department given a vote of thanks for a fine job. Ship's delegate to see captain about fumigating the ship.

NEVA WEST (Bloomfield), December 17—Chairman, Walter Geis; Secretary, Clifford B. J. Brown. Repairs turned in and most of them taken care of at sea. \$25.73 in treasury. No hats should be worn in messhall during meal hours. Chief engineer's ham set interfering with crews' radio.

DEL MUNDO (Mississippi), December 10—Chairman, James B. King; Secretary, Boyd H. Amsberry. No beefs reported by department delegates. James B. King elected new ship's delegate.

PETROCHEM (Valentine Chemical), January 4—Chairman, Ralph Bullard; Secretary, Jimmie Hingham. \$14.00 in treasury. No beefs reported. Patrolman should talk to captain about steward department overtime.

ROBIN KIRK (R-bin Line), December 16—Chairman, Leonard W. LeDig; Secretary, Archie L. Smuck. \$7.50 in treasury. No beefs reported except for a few hours disputed overtime. Request to have domestic and wash water tanks cleaned.



Jean Makes 'The Tour'

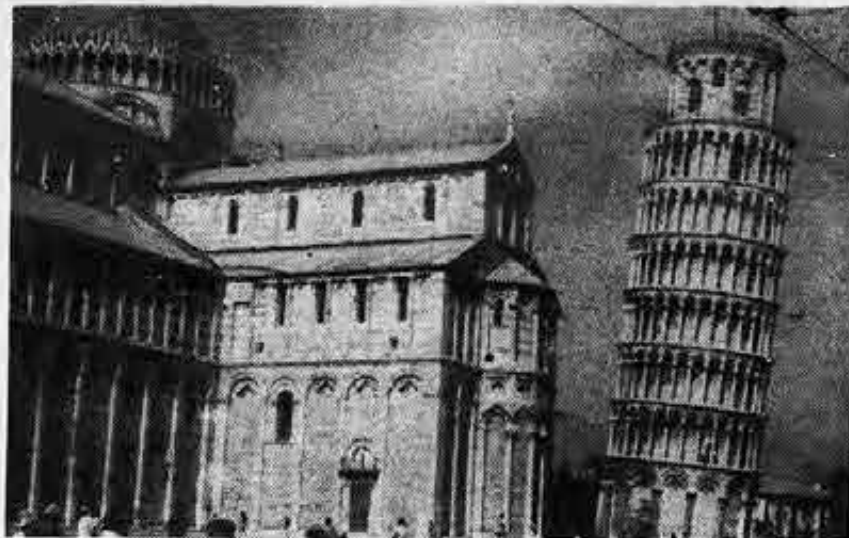
Stopoffs at ports on the Mediterranean coast of Europe and North Africa plus cities in the Near East highlighted a run that Seafarer Harold Rowe made on the Jean (Bull) recently.

He writes that the trip was "actually a 'Cook's tour,' as we hit 16 different countries and 22 ports." He sent in some of the high spots captured in pictures.

• A view of the Acropolis, the arch of Hadrian and scattered Roman ruins at Athens, Greece (top, left). The majesty of this scene, which dates back to the time of Christ, has been marred by modern housing construction.

• "Suleiman the Magnificent's" Mosque in Istanbul, Turkey, (top, right) was built in the second half of the sixteenth century in honor of a Sultan of the Ottoman Empire who was known as "the lawgiver."

• The famous Leaning Tower of Pisa (right) was built in the 12th century, so the tilt cannot be blamed on the crew of the Jean. What the Seafarers did do was build a pool on deck (right) when the ship hit Bandar Shapur, Iran. The temperature reached 120 in that port and the water provided some welcome relief from the heat.



LOG-A-RHYTHM:

First Trip To Sea

By Greer Farris

One bright day, in the month of May,
I left home to sail away.
My father was sad, my mother was weeping,
And up and down my spine the chills were creeping.
In New Orleans, I was soon to be,
With no idea of what would happen to me.
If you are really set on going to sea,
Keep trying, keep trying, and it will be.
Finally one day, after a long, long stay,
I sailed from New Orleans for Frisco Bay.
We arrived in Panama, after four days had passed,
I was beginning to wonder how long seasickness could last.
Then coming into Frisco, in the middle of the night,
With that bridge hanging there, was also quite a sight.
From Frisco to Seattle and to the Canadian shore,
Was like falling off a log, for there was still much more.
Vancouver to Japan is a long hard haul,
And for the next two weeks, we would see no one at all.
Fourteen days of water, and of course no mail,
Was agreed by all, worse than any jail.
Early one morning, men were seen diving for pearls,
And this meant we were nearing the geisha girls.
Yokohama is great fun on a Saturday night,
If you can make it to town and back without a fight.
Pusan, Korea, and Inchon as well,
In my opinion were a living hell.
After a stop in Okinawa, not for very long,
We next steamed off, for old Keelung.
Our ship was empty, we had all spent our pay,
So next we sailed for the USA,
It isn't much fun being in a storm at sea,
As we hit a typhoon, which really scared me.
Pitching and rolling for twenty-one days,
Came close to putting me into a permanent daze.
Back on land, after three months at sea,
Was more than enough to last me.
With gifts and stories, home I did whisk,
Only then did I realize how much I'd been missed.

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Seafarer Saves Injured Shipmate

To the Editor:

During the years that I have been associated with the SIU I have never had an occasion to write to the LOG. However, now I would like to take this opportunity to call to your attention an incident which took place aboard ship.

One Seafarer in particular displayed himself in such a way that I, for one, think he de-

and for this I am very appreciative.

There are far too many who have helped to mention them all by name. However, I remember all of them and I would thank them again, in memory of my husband, for their kindness. It has indeed been a privilege to have been the wife of a Seafarer.

Ferol Knickerbocker

Welfare Plan Aid Appreciated

To the Editor:

This is to offer thanks for the assistance by the Welfare Plan to my wife and I during her recent illness. She is recuperating nicely and is an outpatient of the Providence Hospital, Mobile, while receiving x-ray treatments.

Keep up the good work. The plan has certainly been a big help.

Tommy Jenkins

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.

serves personal mention in the LOG.

On February 2 we were aboard the Penn Transporter (Penn Navigation) in Sousse, Tunisia, and as we were preparing to leave the port, a bow line parted and struck SIU dayman Starling Lee. I found Lee lying on the port side of the winch



Lee



Rogers

where he had been seriously injured by the parting line. I summoned help, and everyone came to his assistance.

Lee's left arm had been broken and both of his feet had been crushed. His left leg was bleeding badly. Among the men present, only one man gave any thought to applying a tourniquet to Lee's leg. This was dayman Robert Rogers from Highland, Texas, who rendered medical assistance to Lee like a professional.

Lee was later taken to the hospital in Sousse where the doctors found it necessary to remove both of his feet. However, they stated that the tourniquet applied by Rogers probably saved Lee's life.

From reading the LOG and from my experience through the years, I am quite sure you will agree that Brother Rogers or anyone else who conducted himself in an emergency such as he did deserves special mention as well as a vote of thanks for a job well done.

Personally speaking, I feel it is a comforting thing to know that we have such men as Rogers sailing on SIU ships.

Paul B. Adams, Jr

Widow Recalls Years Gone By

To the Editor:

I am writing to thank the SIU and the Welfare Plan for the \$4,000 death benefit which I received after my husband, Lester B. Knickerbocker, passed away.

Even more, I wish the Union to know that my close association with the SIU, its officials and members has given me, as a seaman's wife, a great sense of security. Through the years, I have been befriended and aided many times when in need,

To the Editor:

This letter will not be a lengthy one, but just long enough to express our appreciation to the Seafarers Welfare Plan. On February 4th last, my husband and I became parents of a son, and we just want to acknowledge what a great aid the \$200 maternity benefit was to us.

At a time when we were most pressed for funds, what with doctor, hospital, clothing bills and such for the new baby, we sincerely appreciated the financial support. My husband and I certainly want to voice our approval of such beneficial help for SIU families.

Mrs. Ranulfo Duarte-Alvarez

Canadian Seaman Favors Cartoons

To the Editor:

As a Canadian sailor I am constantly reading your newspaper, and although I don't get the gist of all the stories (since many do not directly concern me), I enjoy the issues and always look for the cartoon. This type of art can really brighten up a periodical.

I am a cartoonist myself and have a cartoon published once a month in a house organ in Toronto. I am enclosing some of my work which you are free to use.

Gerald McManus



"Back in a jiffy—the toilet's plugged."

'Red Label' Cargo Loose, Pointer Handles Crisis

The professional seaman is ready for any emergency at sea—and he usually takes them in stride. A case in point was reported to the LOG via Seafarer J. C. Hoey, ship's reporter on the Alcoa Point-er (Alcoa) during an out-bound voyage from the Gulf to Tunis.

At the time of the incident, the ship was making good headway and everything was reported as "normal." Then, as luck would have it, things started happening. Part of the vessel's deck cargo broke loose from its lashings and began spilling all about.

The fact that deck cargo was adrift was bad enough; however, in this instance, it was "red label" cargo—red for danger. The items that came adrift were oxygen and acetylene welding bottles and butane gas bottles, hardly the kind of thing anyone wants to have scattered about the deck.

Fortunately, the crew quickly sprung into action. The captain was promptly notified and he ordered a temporary course change so that the ship could be maneuvered better and kept on an even keel. Still, in the choppy waters, the ship rolled and pitched a bit and every now and then a

sea broke over the deck.

While the bridge was busy trying to keep the ship steady, the deck gang went on a "round-up" to gather together the rolling containers and try to keep them from inflicting damage to the vessel or to any of the crew. Thanks to the alertness, good seamanship and teamwork of the deck department, the job was accomplished in short order and the "Red Label Caper" was brought under control.

The gas bottles were successfully moved to the top of number 4 hatch, properly stowed and lashed down. The balance of the deck cargo was also checked out to make sure the lashings were secure and there would be no further mishap.

All in all, the "emergency" ended before long and no one was injured in the helter-skelter that went on. With everything back in order, the ship resumed its regular course and the crew returned to routine duties once again as if nothing had happened.

Seafarer Sails Far East As Hometown 'Ambassador'



Seafarer Everett R. Perry (left) delivers a letter of greetings from the mayor of Calcutta, India, to Neil R. McKay, mayor of Olympia, Washington. Perry is Olympia's unofficial "roving ambassador."

Seafarer Everett R. Perry is sailing on Far East voyages as the unofficial "roving ambassador" for his hometown of Olympia, Washington, and the black gang member says an impulse led to his "title" from the Evergreen State's capital city.

On a trip to India on the Steel Apprentice (Isthmian), Perry was introduced to Kashab Chaudra Basu, mayor of Calcutta and, on impulse, delivered an off-the-cuff greeting from Neil R. McKay, mayor of Olympia.

Writes Letter

The Indian mayor was impressed with the greeting from the US and wrote a letter to the Washington mayor. Perry was given the greeting to deliver and he did so after the four-month voyage. Before leaving India, Perry also spoke to a number of East Indian Rotary Club gatherings to present a sketch of life in the US in general and in the Washington city in particular.

In a later trip as "ambassador," Perry carried a message from Gov-

ernor Albert Rosselini of Washington to the Governor of West Bengal. After delivering the letter at the palace in Calcutta, Perry was presented with a statue of a sacred Indian cow. Then, upon his return to the States, he presented the carving to the Governor at the State House in Olympia.

While in Calcutta, Perry spent a half day with the secretary to the Governor touring the palace. He also attended a meeting of the city council, visited a university and spoke to industrial leaders at a banquet of service clubs in the Great Eastern Hotel, using as his topic "the value of unions to industry."

Cordial Reception

In every instance Perry said he was received very cordially and was shown every possible courtesy. "India is a very friendly nation," he said.

Many Americans have been impatient with India over its attitude toward the US, but Perry urged more sympathy with the problems of the new nation. "Remember the people of India are very unfamiliar and new to the experiences of independence. We should be tolerant of their attempts to learn to stand by themselves and should assist them in their advancement."

He said many Seafarers who visit the country have contributed to this understanding on a personal level by their individual contacts with the people. An even greater free exchange of ideas between the people of both nations is needed to insure that India can advance as a modern democratic nation, he added.

Urge Early Health Exam Renewal

The Medical Department of the Seafarers Welfare Plan urges Seafarers whose clinic cards are expiring to get them renewed in advance and not wait until the last minute. This is particularly true in cases where a man has just paid off a ship and expects to be ashore awhile. If the examination at the SIU clinic is taken immediately, then if there is any need for medical treatment it can be obtained through PHS without having to delay shipping out.

It is not necessary to wait until the year is up to get the clinic card renewed at the SIU health centers. This can be done as much as two months in advance of the expiration date.

JEAN LA FITTE (Waterman), Dec. 17—Chairman, Geo. Craggs; Secretary, Marcel Jette. Ship's delegate reported no beefs from department delegates. All hands gave steward department a vote of thanks for performing an excellent job. Vote of thanks given to radio operator who put out a fine newspaper every day while at sea. \$28.01 in ship's fund.

MAYFLOWER (Mayflower), Dec. 29—Chairman, D. M. Irvine; Secretary, T. F. Greeney. Everything running smooth. No beefs reported. \$27 in treasury. Henry J. Pisatowski elected new ship's delegate. Discussion about installing new antenna for television set.

JOSEPH V (Ocean Cargoes), Jan. 21—Chairman, J. R. Prestwood; Secretary, E. Caudell. No beefs reported. R. Rogers elected new ship's delegate. Motion to give departing ship's delegate a vote of thanks for a job well done in true SIU style. Request to keep ship clean.

BARBARA FRIETCHIE (J. H. Winchester), Dec. 17—Chairman, Alfred A. Bernard; Secretary, Frank S. Paylor. No beefs reported by department delegates. Ralph O. King elected new ship's delegate.

GLOBE CARRIER (Maritime Overseas), Dec. 23—Chairman, Ronald D. Stough; Secretary, Abraham Aragonis. No beefs reported except for a few hours' disputed OT. Water fountain near deck department quarters to be repaired. Suggestion made to move washing machine. Vote of thanks to steward department for a job well done.

AMES VICTORY (Victory Carriers), Dec. 31—Chairman, Gerald Erlinger; Secretary, Werner Pederson. No beefs reported. All hands to take good care of linen and to keep feet off messroom chairs. Vote of thanks to the steward department.

ACHILLES (Bull), Dec. 19—Chairman, Doug Richardson; Secretary, Charlie Rodella. Everything in order; no beefs reported by delegates. Motion made to see patrolman about better grade of coffee and toilet tissue. Edward Christian elected new ship's delegate.

STEEL AGE (Isthmian), Dec. 10—Chairman, Leo E. Movall; Secretary, John Craker. The hot water system will be fixed. \$27.72 in treasury donated to Seamen's Church for Christmas fund. No beefs reported. Eddie

Hernandez elected new ship's delegate. Crew to take better care of washing machine. Each man to get clean mattress covers. Everybody to cooperate to keep stevedores and peddlers out of the midship house.

BEAUREGARD (Sea-Land), Dec. 29—Chairman, William Brown; Secretary, Jack Olsen. No beefs reported by department delegates. Request better grade of meat to be served. Called attention of steward to mold on bread.

ANTINOUS (Waterman), Dec. 28—Chairman, Vernon Hall; Secretary, C. Bradley. No beefs reported by department delegates. Medicine chest needs

MONTICELLO VICTORY (Victory Carriers), Dec. 19—Chairman, E. Haskins; Secretary, M. Hitchcock. No beefs reported by department delegates. Everything running smooth. Request to have decks non-skidded. Use only one washing machine at a time. Crew donated \$90 for children's Christmas party to NCO club in Istanbul.

BEAUREGARD (Sea-Land), Jan. 29—Chairman, H. W. Johnson; Secretary, C. W. Cothran. No beefs reported by department delegates. Motion made to have company pay continuous overtime if ship is not in port 24 or more hours. Exposed wires on refrigerator should be covered.

WILD RANGER (Waterman), Dec. 24—Chairman, C. L. Stringfellow; Secretary, none. No beefs reported by department delegates. John A. F. DeNais elected new ship's delegate. Bring cups and glasses back to mess room. Keep mess room clean. Vote of thanks to steward department.

ALCOA PURITAN (Alcoa), Dec. 3—Chairman, Jimmy Jones; Secretary, W. M. Bruton. No beefs reported by department delegates. Beef on bread and milk. Steward agreed to order adequately for next trip.

SEATRIN LOUISIANA (Seatrains), Dec. 27—Chairman, S. H. Harrison; Secretary, R. Hitchins. \$50.75 in treasury. Some disputed OT; otherwise no beefs reported. William S. Sharp elected new ship's delegate. Suggestion made that washing machine be cleaned after each use. Laundry to be kept clean.

MADAKET (Waterman), Dec. 26—Chairman, John J. Devine; Secretary, Albert G. Espenado. No beefs reported by department delegates. \$3.19 in treasury. Requested that mate post hours prior to scheduled sailing time. Vote of thanks to steward department for a job well done.

NORTHWESTERN (Victory Carriers), Dec. 10—Chairman, G. Jensen; Secretary, F. H. McIntosh. No beefs reported by department delegates. Everyone requested to help keep the pantry clean. Stop noise in passageways.

CHILORE (Ore Navigation), Dec. 24—Chairman, J. A. Shea; Secretary, Lloyd McNair. No beefs reported by department delegates except for a few hours of disputed OT. Headquarters to be contacted about the high prices in slopchest and about the refusal

to post list. Key to pantry to be left with gangway watch. Return cups to pantry. Keep natives from passageways during Suez transit.

AFOUNDRIA (Waterman), Dec. 24—Chairman, J. W. Johnson; Secretary, R. Sanchez. Water cooler has to be fixed. J. W. Johnson elected new ship's delegate. Ship's delegate to see mate about the wind breaker on bow.

OCEAN EVELYN (Maritime Overseas), Dec. 19—Chairman, Alex Janes; Secretary, W. E. Oliver. \$6.25 in treasury. Everything is in good order. Repair list has been turned in and everything has been taken care of. No beefs reported by department delegates. Motion made and seconded to maintain baggage room in NY. This has been a necessity for most brothers and should be continued. A vote of thanks to the steward department for the fine food and service.

AZALEA CITY (Sea-Land), Dec. 18—Chairman, N. Paine; Secretary, W. W. Christian. \$10.50 in treasury. No beefs reported. J. Velazquez elected new ship's delegate, and W. W. Christian elected new treasurer. Request the patrolman to discuss fast turn around in port with the company so that there is more time off or extra pay for the time each man is on board.

DEL ORO (Delta), Dec. 12—Chairman, Leo Watts; Secretary, Dick Grant. Everything running smoothly. Suggestion made that doors on crew rooms be closed more easily so as not to wake up members sleeping. A vote of thanks to the steward department for a good job, good service and good food. Two men hospitalized in Buenos Aires.

STEEL MAKER (Isthmian), Nov. 4—Chairman, Herbert Knowles; Secretary, C. (Butch) Wright. \$5.30 in treasury. Repairs taken care of. No beefs reported by department delegates. Elected C. (Butch) Wright new ship's delegate. A vote of thanks to steward department for job well done. Help keep the laundry clean.

MANKATO VICTORY (Victory Carriers), Dec. 17—Chairman, none; Secretary, Z. A. Markris. OS taken off in Panama on account of illness. No beefs reported by department delegates. Crewmembers asked to take better care of new washing machine. Vote of thanks to steward department for improvement of food over last trip.

DIGEST of SIU SHIP MEETINGS

checking. Vote of thanks to the steward department. Request crewmembers to return cups after use.

STEEL FABRICATOR (Isthmian), Dec. 26—Chairman, none listed; Secretary, J. Heacox. No beefs reported. Request to return books to the library, and to see about screen doors to messrooms. Steward agreed to accept suggestions about cooking and baking.

MAE (Bull), Dec. 31—Chairman, James Long; Secretary, Frank Bona. No beefs reported by department delegates. \$11.50 in treasury. John O'Toole elected new ship's delegate. Request to clean all fans and laundry room after use.

CLAIBORNE (Waterman), Dec. 31—Chairman, Ian Wilson; Secretary, F. Johnson. No beefs reported by department delegates. Ian Wilson elected new ship's delegate. No one is to call Union hall except for delegates.

LOSMAR (Calmar), Jan. 4—Chairman, G. Edwards; Secretary, G. Walter. No beefs reported by department delegates. G. Edwards elected new ship's delegate. Discussion held on excessive blowing of the ship's whistle during the day which disturbs men off watch.



Shipmates On Hospital Watch For Seaman Ill With Diabetes

The "Brotherhood of the Sea" is more than just a symbol, Seafarer Arthur Kavel discovered recently while sailing as third cook aboard the Transeastern (Transeastern Shipping).

The tanker was on a grain run to Poland when Kavel became gravely ill in March with a diabetes attack. He had to be hospitalized when the ship reached Gdynia, Poland.



Kavel

the medical authorities advised

that Kavel's condition would not permit a long voyage home. Instead, it was stated, he should be flown home, with someone accompanying him all the way. This was done, with utilityman William McKeon going along on the plane.

During Kavel's hospitalization, the doctors requested the ship's master, Captain J. Overbeke, to have someone at the Seafarer's bedside for at least 16 hours a day. The ship's delegate, Charles James, thereupon set up a system for the hospital stay and at least two Seafarers were at Kavel's bedside around the clock.

Kavel spent his first three days

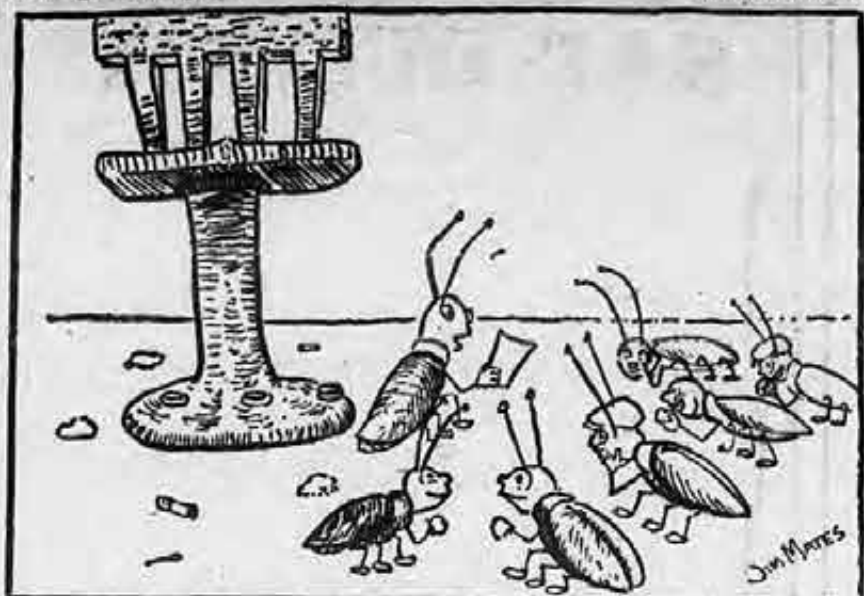
at the hospital in a diabetic coma, but the treatment given him by Polish doctors brought him around finally.

The captain also made arrangements to have food sent from the ship every day and the whole crew took turns at standing watch in the hospital.

Kavel is now resting at his home in Brockton, Mass., deeply appreciative for the assistance given by his shipmates.

Shipshape

by Jim Mates



"I move we give a vote of thanks to the galley for good feeding."

San Marino On Flour Run, Crew Finds Smooth Sailing

Somewhere in the Indian Ocean the crew of the San Marino (Peninsular Navigation) is relaxing and watching the stars glide by. But before the Liberty ship left Augusta, Sicily, for Southeast Asia, ship's delegate Audley Foster wrote to the LOG to report on the crew's smooth sailing.

"For me, the trip to deliver flour to Indonesia began on Mardi Gras day in New Orleans when I joined the ship as AB. From that festive city we went to Mobile, Ala., to load our cargo, a job that took 11 days. On March 15 we pulled up anchor and headed for the high seas."



Foster

At New Orleans, Foster said, the vessel shipped with quite a few oldtimers, "including Jack Gardner and Niels C. M. Hansen, who has about 50 years seetime from captain on a Norwegian sailing ship to bosun and AB on SIU vessels."

While overall the ship has a fine crew in all departments, Foster said "the cooks are exceptional and, as the old saying goes, 'she isn't much on OT, but she sure is a good feeder'."

He also reports the crew is especially appreciative of the canned pasteurized whole milk now being put aboard ship. "We are drinking fresh milk every day and it sure means a lot on this long trip."

A voyage of four to five months



Gardner



Hansen

is forecast as "this Liberty is very slow. But this will help us keep our pay and bring in a clean ship," he added.

"So far, we had a real smooth trip from the States to Italy and

the crew is looking forward to a good voyage the rest of the way and back."

Missed Ship, Santos Gets Him Home

Missing a ship isn't a pleasant situation for any seaman, especially if he happens to be as far from home as Seafarer William Lawrence Wootton, Jr., found himself when he was stranded in Africa.

But all turned out well enough when he made it back to the States via the Del Santos (Mississippi) after missing the same company's Del Mundo in Luanda, Portuguese West Africa. Wootton wrote to the LOG to thank the gang on the Del Santos for willingly lending him a hand all the way home.

He said that everything he had was left on the Mundo and he felt pretty awful after missing the ship. He came home as a workaway on the Santos and the crew "did all it could for me, including opening the slopchest and fitting me from head to toe with new gear." The skipper and the purser came in for special mention, as they went out of their way to see to it that he was supplied with everything he needed.

Shoe polish, a razor and blades were the least of it, Wootton recalled, because he was really "schooner-rigged" when the Del Santos took him aboard. He also expressed thanks to the ship's delegate and steward on the Santos who saw to it that he had a few dollars to get to shore once they hit New Orleans. "They were a real good bunch all around," he added.

The American Consul and vice-consul in Luanda came in for a share of praise for their efforts. "They too saw to it that I had the best." It's good to know, Wootton pointed out, that when a Seafarer does run into a problem, there are brother seamen and others willing to help him out.



Wootton

Salvada Crewman Cites Union Aid

To the Editor:

Just a small note of appreciation from my wife and I (somewhat belated, I'm afraid) for the SIU's kind and considerate action during the picketing of the Salvada of whose crew my son was a member. In a letter from him dated December 27, he told us of the kindness of the American seamen's unions and of the TV that was installed aboard the ship.

We received his letter in a parcel which took until March 3 to reach us. That is why this note is so long overdue with our thanks, but that makes it none the less sincere.

Our son enjoyed his stay and the TV and wishes to thank the Union and the Boy Scouts for making such an awkward situation friendly. Once again, our thanks and may God bless all,

James West

(Ed. note: Mr. West lives in the Inch, Edinburgh, Scotland. The Salvada was picketed in December when the ship undercut a US-flag vessel in obtaining a grain cargo under the 50-50 law.)

Research Group Invites Seafarers

To the Editor:

The type of work done by the International Oceanographic Foundation may be of interest to members of the SIU. The foundation has been established to advance scientific research and knowledge of the ocean.

Among our activities is the publication of a bi-monthly magazine "Sea Frontiers." Another project of the foundation is the awarding of scholarships to worthy students who are sons of charter boatmen or fishermen. In addition, a special committee has been appointed to establish communications between anglers or laymen who wish to aid research and the scientists whom they can assist by collecting marine specimens or observing oceanographic phenomena. The foundation is located at 1 Rickenbacker Causeway, Virginia Key, Miami 49, Fla. We shall be glad to answer any question that your Union members may have and hope to have some seamen take part in our work.

Phyllis Palmer

Expresses Thanks For Use Of Hall

To the Editor:

In behalf of the officers and board members of the New Orleans chapter of the City of

Hope, may we extend our very deep gratitude and thanks for permitting us to have our party in your magnificent building at New Orleans.

It was a tremendous success and this was due to the assistance of the building staff. It was a joy and a pleasure to have such men of the calibre you have in your Union work with us. Their patience, their manner, and the wholeheartedness which they employed in their dealings with us deserve

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 highest compliment and praise.

We hope that the fruit of our labors, and those of your staff, will help in some small measure bring about more scientific research and possible cure for the catastrophic diseases which the City of Hope works so hard to alleviate.

Mrs. Lester Seelg

Union Benefits 'A Big Comfort'

To the Editor:

So that all my Union brothers do not think I've overlooked their interest in me, I want to take this opportunity to thank all of them and the Union for what has been done to make things easier for me during my disability.

I recently got out of the hospital and want to say that it is comforting that our Union has seen fit to provide benefits that we can all depend upon. For myself, thanks to all the Union brothers who made this possible.

Joe Pilutis

Wife Praises Welfare Help

To the Editor:

Please accept our thanks and appreciation for the manner in which you handled our claim during my recent illness. It is a good feeling to know that someone is backing you up in such an ordeal.

The doctors say that I am on the road to complete recovery for which we are grateful. Again, our sincere thanks for the Union's help.

Mrs. James A. Turner

Cara Sea Marks Shipmate's Death

To the Editor:

We signed on the Cara Sea on January 16 in Norfolk, Va., and sailed for Yugoslavia. While we were unloading in Rijeka we lost one of our brothers, Millard E. Byron. He suffered a heart attack about noon on February 16 and died in a matter of minutes. The doctor who pronounced him dead at 12:15 ordered him taken ashore and he was removed from the ship at about 1 PM.



Byron

We awaited word from his relatives regarding the disposition of the body, but we did not receive any reply before sailing at 6 AM on February 18. Before sailing, I sent the Union a letter stating that we were leaving him in Rijeka. After about 10 days the captain got a wire stating that Byron's remains were being returned to the States aboard the Trebingje.

Upon arriving in Port Arthur, I was informed that the Trebingje had run into a storm, that in some way or other the container was not properly secured and that Byron had to be buried at sea.

As ship's delegate I want to extend the crew's condolences to Byron's family and friends and also convey this information about the circumstances of his death. I feel we owe the family an explanation of the facts and was asked by the crew to take care of the matter.

Herman D. Carney

Welfare Assist Cited By Wife

To the Editor:

I would like to express my sincere thanks to the SIU Welfare Plan for the financial assistance that it provided in connection with the medical and hospital bills accumulated during my stay at the hospital for major surgery.

I would also like to thank the Union representatives in San Francisco for their courtesy and help in securing the proper papers for Welfare Plan benefits and forwarding them to me. I know my husband also expresses his appreciation for this help.

My deepest thanks to all concerned in the SIU for the wonderful good that is being done. Thank you also for the LOG which is sent to our home and which we enjoy reading.

Mrs. H. P. Knowles



SIU BULLETIN BOARD

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

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected by the contracts of the SIU Atlantic, Gulf, Lakes and Inland Waters District, and by Union shipping rules, which are incorporated in the contract. Get to know your shipping rights. If you feel there has been any violation of your shipping or seniority rights, first notify the Seafarers Appeals Board. Also notify SIU President Paul Hall at headquarters, by certified mail, return receipt requested.

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

EDITORIAL POLICY--SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 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.

It's A Boy This Time



Seafarer Raul Inglesias and his family of the Bronx visited SIU headquarters recently on their way to file for a \$200 maternity benefit covering the newest member, Raul, Jr., held by his mother (center). Mrs. Angela Rivera (left) is the proud grandmother. The newcomer, born March 6, has three sisters at home to help care for him. Inglesias last shipped as electrician on the **Monticello Victory** (Victory Carriers) but is now laid up with a broken arm.

PERSONALS and NOTICES

Edward Shroek
Contact Tarbox & Jue, attorneys, at 3 Embarcadero North, San Francisco, 11, Calif., regarding Zygmunt Ozinski's accident aboard the Steel Flyer in 1957. Telephone YU 2-1076.

Martha McArthur McCurdy
Anyone having information concerning the above-named, last known to reside in New York and Baltimore in 1930, should contact her brother, E. J. McArthur, 3031 McArthur Drive, LaMarque, Texas.

John Crawford
Ex-Steel Apprentice
The above-named or any one who saw Tamir John Deyoub fall on January 2, 1961, aboard the Steel Apprentice is asked to get in touch with him at Seamen's General Delivery, Bush Terminal Post Office, Brooklyn 32, NY.

Thomas E. Banning
Contact Mrs. Banning at 3144 Glencliff Road, Nashville, Tenn.

James Antoniadis
Contact Mrs. Marie Feneck Ryder, 1341 Rockaway Parkway, Brooklyn 36, NY.

John Lauren Whisman
Contact your wife, Bertha, at 2089 Market Street, San Francisco 14, Calif., as soon as possible.

Dale Broten
You are asked to contact your sister, Mrs. Alvin C. Morey, Route 2, Aitkin, Minnesota.

Adrian Vader
Contact William Caffentzis, 317-9th St., Brooklyn, NY. Very important.

Kenneth Shipley
You are asked to contact Katie,

Karen, Kathie and David Hansel at 16302 Santa Anita Lane, Huntington Beach, Calif.

William Frank Howard
The above-named or anyone knowing his whereabouts is asked to contact A. Howard, 12839 Georgiana, Warren, Mich.

Roderick R. Brooks
Contact Thomas M. Breen, Attorney, 160 Broadway, New York 38, NY. Telephone BE 3-3740.

Harold R. Skow
Contact your father at Hudson County Welfare Ins., Secaucus, New Jersey.

Albert Morgan Weems
Contact either your wife, at 1905 First Avenue, Columbus, Georgia; or your son, Sgt. John E. Weems, RA 24598285, Co. A, 2nd MTB, 32nd Armored, APO 39, New York.

Income Tax Refunds
Refund checks are being held for the following Seafarers by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco, Calif.: Paul F. Arthurfer, Margarito Borgia, Theodore Calopothakos, Julian Eugster, Orlando R. Frezza, Ho Yung Kong, C. K. Needham, Frank C. Ponce, Marvin E. Satchell (4), Arthur F. Smith, John W. Singer (4), Thomas Sullivan, Harold A. Thomsen, Francis J. White.

J. Early
George Lesnansky
William Kaline

Gear left aboard the Transorient (Hudson Waterways) will be forwarded COD if you contact the Stedman Company, Port Arthur, Texas.

Clyde C. (Bill) Brown
Contact Rosemary Morgan Dagggett, c/o Mrs. Mae Schwickrath, 4 Viaduct Road, Chickasaw, Alabama, or telephone 457-8493.

Albert Wagner
Get in touch with Philip Olan, attorney, 305 Broadway, New York, NY.

Joseph Pawlak
Contact your wife Janice at 309 Criklewood St., Torrance, Calif. (phone DA 6-4883), or at TE 5-2763 in Wilmington, Calif., or by wire.
Bradus D. Miles
Contact Mrs. Kathleen Miles, 1040-15th St., Galena Park, Texas.

Edward Carl Misonon
The above-named or anyone knowing his whereabouts is asked to contact Mrs. S. Misonon, 29 Burman Lane, Durban, South Africa.

Scabs Start A Crime Wave

PORTLAND, Ore. — Strikebreakers employed at the struck newspaper plant of the "Portland Oregonian" have gone on a crime spree recently. One of three scab employees arrested on criminal charges contended he just couldn't make ends meet on his strikebreaking pay.

Workers at the "Oregonian" and "Oregon Journal" have been on strike for two and a half years and have been replaced by an odd assortment of strikebreaking recruits.

Local police disclosed that the recent arrests add to an already long list of strikebreakers who have run afoul of the law since the newspaper strike began here.

In the latest arrests, one 21-year-old strikebreaking mailer at the "Oregonian" was booked on a variety of charges after admitting

11 armed robberies and the shooting of a grocery store owner. Police said Terry D. McGill admitted he resorted to crime to supplement his \$102 weekly pay. McGill and a partner were captured in a stolen car after trading shots with the police.

Both local papers gave heavy coverage to the crime stories and the arrests, but neglected to identify McGill as an "Oregonian" employee.

Police also reported the arrest of Alexander J. McDonnell, 23, and Barry T. Phifer, 24, also working as strikebreakers at the "Oregonian," after a 90-mile-an-hour car chase. Both men forfeited bail when they failed to appear in court on gun-carrying charges.

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

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HEALTH INSURANCE FOR THE AGED

One of the biggest Congressional battles of recent years is shaping up over the Anderson-King Bill, which deals with medical care for the aged. While Seafarers and their families are protected by the Seafarers Welfare Plan and the Seafarers Pension Plan, there are millions of elderly Americans to whom passage of the Anderson-King bill represents the sole hope of obtaining adequate medical care, with dignity, during their advanced years.

Q. What is the Anderson-King Bill?

A. The Anderson-King Bill is a Federal measure which has been introduced into both houses of Congress and which embodies Administration and labor-endorsed proposals to provide health insurance and medical care for the aged under the Social Security System and the Railroad Retirement Act.

* * *

Q. What benefits would the Anderson-King Bill provide?

A. The Anderson-King Bill would provide care, at the age of 65, for American workers and their wives or widows in four basic areas—hospitalization, nursing home care, hospital outpatient diagnostic services and home health services. The coverage would be as follows:

- Payment of all hospital expenses, in excess of \$10 a day, for the first nine days of hospitalization; payment of all hospital expenses for the next 81 days.
- Payment of nursing home bills for up to 180 days, if the patient is first treated in a hospital.
- Payment of everything over \$20 for hospital outpatient diagnostic services.
- Payment for up to 240 visits a year for health services at home, including nursing, therapy and "home-maker" services.

* * *

Q. Why is the Anderson-King bill needed?

A. The Anderson-King Bill is needed because:

- People over 65 are hospitalized more frequently than younger persons and stay in the hospital longer.
- People over 65 have higher medical costs than younger people.
- People over 65 have smaller incomes than younger people.
- People over 65 have fewer assets than younger people, to be converted into cash.
- People over 65 have less insurance coverage than younger people.

* * *

Q. Isn't there already a program of medical assistance for elderly people in this country?

A. In 1960 Congress passed the Kerr-Mills Act under which the Federal Government pays part of the cost if the states set up programs of medical assistance to the aged. However, the Kerr-Mills program has proved to be unsatisfactory in a number of respects:

- Most states have failed to put into effect a program of medical assistance to the aged. At the end of 1961, only 19 states were paying benefits, only four out of every 1,000 aged persons in the country were getting benefits and 92% of the benefits were being paid in the three richest industrial states—New York, Massachusetts and Michigan. In only six states were benefits being paid to more than 1% of the population over 65.
- An aged person must pass a humiliating

poverty test before he can get help and, in many cases, his children, too, must pass "means" tests.

- There is no uniformity in the program. Benefits vary from state to state, but in most cases are limited and of inferior quality.

* * *

Q. How much would the Anderson-King Bill cost?

A. Under the Anderson-King Bill, the cost of medical care would be financed by a very slight increase in Social Security contributions—a fraction of a percent—from workers, employers and the self-employed. The average wage earner would pay about \$1 a month, through Social Security, to insure medical benefits both for himself and for his wife or widow.

* * *

Q. What can I do to help get the Anderson-King Bill passed?

A. You can help by writing your Senators and Congressmen expressing your support of this program. Address your letters with the name of your Senators and hometown Congressman to Washington 25, DC. You can also write to the heads of the two committees handling these bills—Representative Wilbur D. Mills, chairman of the House Ways and Means Committee, and Senator Harry F. Byrd, chairman of the Senate Committee on Finance. But don't delay, because the House Ways and Means Committee is expected to make its decision by late May or early June, so your support is needed right now.

SUPPORT *The* ANDERSON -KING BILL !

Write your Senators and Congressmen today .