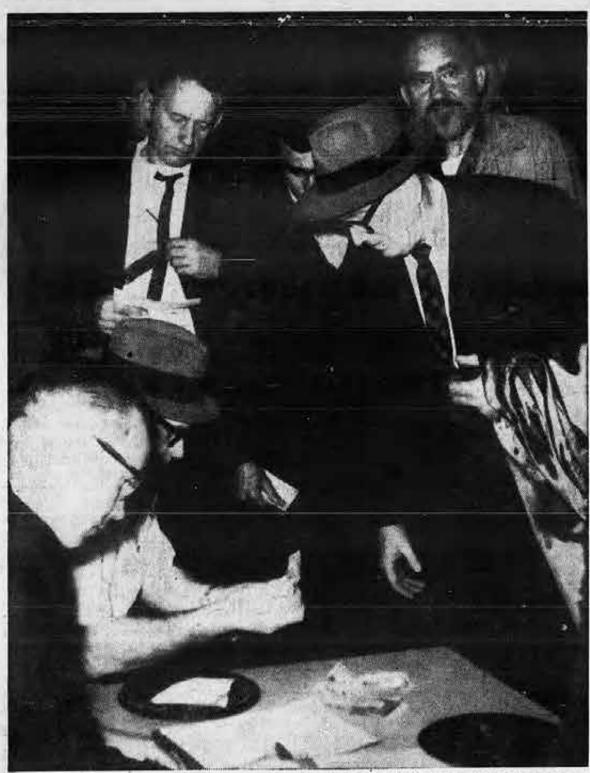
Vol. XXV

SEAFARERS LOG

March 22, 1963

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION . ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT . AFL-CIO



Money Due. Seafarers returning to New York from ships stranded overseas by the collapse of the Bull Line-Kulukundis operation pick up an immediate advance on wages due after arriving at Idlewild Airport March 5. SIU Port Agent Joe DiGeorge (seated, 2nd from left) is pictured counting out draw for Seafarer H. Vaher, off the Suzanne, from escrow fund secured by the SIU. (Story on Page 2.)



Mercy Ship Comes Home.

It was SS Hope Week in New York last week, as the SIU Pacific District - manned hospital ship Hope returned from a tenmonth stay in Peru to provide training and hospital treatment. Waving hello (inset), as ship pulled into Hudson River pier, are Jerry Short, Milton Trash and Eddie Kaufman of the Marine Cooks. Other Photos, Page 7.)

Anti-Strike Bill Scored

SIUNA, MTD DENOUNCE THREAT TO BARGAINING

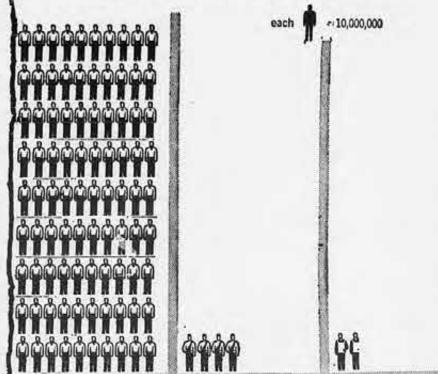
Full Text of SIU-MTD Statement In Centerfold

Story on Page 3

SIU Ships Score On Safety Front

Stories On Pages 3, 5, 16

The Phony 'Labor Crisis'



UNEMPLOYMENT 900 MILLION man-days lost ON-JOB INJURIES STRIKES & LOCKOUTS

40 MILLION 19 MILLION

man-days lost man-days lost

Cries for action to curb strikes are a response to a mythical "crisis," which the figures above clearly point out. The amount of lost working time caused by strikes and lock-outs in 1962 is dwarfed by the number of man-days lost by unemployment in all US industry last year—which was 50 times higher. On-the-job injuries caused twice the amount of lost time as strikes.

Creditors Move To Revive Idle **Bull Line Ships**



Seafarers from the crews of the Bridgehampton and Suzanne, two of the vessels laid up in the Middle East, were briefed on latest developments in Bull Line situation on arrival at New York's Idlewild Airport March 5. SIU Patrolman Charlie Scofield (left) fills them in on the news. Five of the six crews stranded overseas have now returned home.

NEW YORK-Preliminary steps have been taken in Federal Bankruptcy Court here by at least three of the US companies in the Bull Line-Kulukundis operation in order

to get the companies' idle+ American-flag ships back into in on some of the talks because of service under a trustceship Federally-insured mortgages on arrangement. Sixteen of the several vessels. It took action two vessels involved are laid up weeks ago to freeze all Kulukundis ing rights preserved intact, the in American and foreign assets, including realty holdings. SIU removed its lines on all three

At the same time, SIU protest picketing against several foreignflag vessels linked to the Kulukundis shipping interests in the US has been fully upheld by court decisions in two states. (See separate story on this page.) However, the Union removed its picketlines late this week so as to allow the reorganization to proceed in an orderly manner.

Crews Returning

Meanwhile, SIU crewmembers stranded in Bombay, India, with the Easthampton arrived here Monday, March 18, and were advanced money from an escrow fund secured by the SIU some time ago to cover wages and allotments owed to SIU crews and families. The sixth and last crew stranded overseas, with the Mount Rainier Yokohama, Japan, was due back on the West Coast by this weekend. Four other crews returned earlier.

Liens on behalf of SIU crews have been placed on all of the idle vessels for all crew monies due. Nine ships are laid up in Brooklyn, Philadelphia, Baltimore, Norfolk, New Orleans and Portland.

With the reorganization moves for the entire Bull Line-Kulukundis fleet underway, a Federal judge in Baltimore last week put off a US marshal's sale of the bulk carrier Westhampton at least until March 28.

Meetings Held

Meetings among major creditors, including the SIU and, other shipboard unions with a direct interest in monies owed to members' welfare, pension and vacation funds, as well as oil companies, shipyards, stevedoring firms, insurance brokers, banks and the Federal Government, have been continuing for several weeks in attempts to get the ships moving again.

The Justice Department has sat





SIU Foreign Ship Picketing Upheld

NEW ORLEANS — SIU protest picketlines against the trading activities of foreign vessels linked to the foundering Bull Line-Kulukundis American shipping operation were

fully upheld by a state court there this week, following a ships to aid arrangements being similar ruling at Seattle made to get the American-flag Kuon March 14.

The decisions involved the Greek-flag Pleiades in Seattle and the Castor, operating under Panamanian registry, which had been tied up by Seafarers' picketlines here. The disposition of a separate court action further upriver, near New Orleans, which involved the Panamanian-flag Antares, was expected to follow the previous rulings. An earlier restraining order against picketing of the Antares was overturned.

Late this week, with its picket-

lukundis ships moving.

In upholding the SIU's right to picket the Pleiades in Seattle, a Superior Court judge fully supported the position of Union attorneys that last month's decision ported the position of Union atby the US Supreme Court in Washington did not rule out protest picketing by American unions against foreign vessels. The high court ruled on February 18 that US labor law could not be applied to cover the "internal management and affairs" of foreign vessels with alien crews, thus blocking for the present further organizing of runaway ships.

The Seattle decision held, however, that the National Labor Relations Board still has jurisdiction over other American union action involving foreign vessels, and state courts had no right to act. This view was also the basis of a decision in the Civil District Court at New Orleans on Monday, March 18.

Operators of one other foreign ship linked to the Kulukundis American interests were successful previously in obtaining an injunction against SIU picketing in Norfolk, but this order covering the Greek-flag Overseas Courier is being appealed.

Of the total of six foreign ships picketed by the SIU, one in Portland salled without cargo and one of the Maritime Port Council of in Tampa shifted to another port. Greater New York Harbor.

Met by SIU officials as they arrived at Idlewild from overseas, labove, Seafarers Charles Noble and Edward Marsh leave Customs with baggage in hand. Above (right) SIU Patrolman Red Campbell handles paper work on wage claims of Seafarers L. Buchanan and W. Jones. All crews were advanced money out of escrow fund held by SIU to cover wages due.

BALTIMORE-The International Longshoremen's Association has named Anthony Scotto of Brooklyn as the union's newest vicepresident, succeeding the late Anthony Anastasio. The action was taken here at an ILA Executive Council meeting.

Scotto is the organizing director of Local 1814, largest local in the ILA, and is the business administrator of the Brooklyn longshoremen's medical clinic. Anastasio died March 1 of complications following a heart attack.

Both Scotto and William H. Haile, another newly-elected vicepresident of the longshoremen, were sworn into office last week at a meeting of the union's executive council here. Haile previously was named to replace the late August J. Idzik of Baltimore, who died last December.

Scotto is also

Foreign Ships Grab Up **Domestic Sulphur Trade**

WASHINGTON-The lack of enough specialized bulk cargo vessels under the American flag-coupled with the mysterious disappearance of the SS Marine Sulphur Queen with all hands last month-

has made it possible for more Eastern seaboard until the end of foreign-flag ships to enter the 1963. US domestic trade.

.In the absence of a replacement to fill in for the Sulphur Queen on her specialized run, the Department of Defense has ordered suspension of the Jones Act so that foreign-flag vessels can carry molten sulphur from Texas to ports on the Gulf Coast and the

Don't Delay On Heat Beefs

Since the cold weather is still here, Seafarers are reminded that heating and lodging beefs in the shipyard can be easily handled if the ship's delegate promptly notifies the captain or chief engineer and shows them the temperature readings at the time. Crewmembers who beef to themselves about the lack of heating but wait three or four days before making the problem known to a responsible ship's officer are only making things tougher for themselves. This should also be done when shipyard workers are busy around living quarters. Make sure you know where and when the work was done so that the SIU patrolman has the facts available.

The Secretary of Defense requested the use of foreign-flag ships as "necessary in the interest of national defense."

The Defense Department's call for a waiver of US shipping laws eliminated the need for separate bills already introduced by Ralph W. Yarborough and Rep. Bob Casey, Texas Democrats, asking Congress to suspend the Jones Act until the end of this year on behalf of the Texas Gulf Sulphur Company.

Texas Gulf had operated the 524-foot, former T-2 tanker Marine Sulphur Queen which disappeared with her 39-man National Maritime Union crew off the coast of Florida on February 3.

The Defense Department's waiver grants the same rights to the Texas company that the two Congressmen had incorporated into their respective proposals. The company can use foreign-flag vessels until next December 31, or until an American-built or rebuilt and documented ship is available.

Special vessels are needed for the transport of liquid sulphur and a replacement for the Sulphur Queen is reportedly being built, but will not be off the ways until the end of the year. Under the walver, no more than 100,000 long tons of molten sulphur may be

Deal 'Em Around Again, Men



Card game between shipping calls is a good way to pass the time, and these five Seafarers at the Philadelphia SIU hall made the most of it. There was no kibitzer around, so we don't know who came out ahead.

No-Strike Bill Bypasses Issues, Won't Aid Maritime, SIU Says

WASHINGTON-A House bill which would lead to compulsory arbitration of all maritime disputes was vigorously denounced here by the Seafarers International Union of North America and the AFL-CIO Maritime Trades Department as a threat to free collective bargaining and as legislation that fails to meet any of the problems plaguing the American merchant marine.

The union position was presented by SIUNA President Paul Hall, who also appeared as president of the MTD, at hearings of the House Merchant Marine and Fisheries Committee on a proposal introduced by the committee chairman, Rep. Herbert C. Bonner

(D-NC). Hall testified on March 14 and again on March 19.

that as a trade unionist sory arbitration would destroy the democratic society, this is the only the Bonner committee had issued the following "as some of the ma-The SIU president stated representing workers with right which is established and pro- conditions under which men will a vital stake in the American merchant marine, he opposed compulsory arbitration as a matter of principle and on practical grounds.

He warned that the Bonner bill "would be the end of true collective bargaining because the compulsory arbitration machinery would supplant the give-and-take

of bargaining as we know it."
"Moreover," Hall said, "compul-

Texas SIU **Aids Clerks Store Drive**

HOUSTON - Seafarers in the Texas Gulf area are assisting in a widespread campaign by the Retail Clerks International Association to organize the J. Weingarten supermarket chain, following a National Labor Relations Board order overturning an election held last Au-

The NLRB upheld the union's charge that the employer's antiunion acts during the course of the drive last year had interferred with a free election, and has ordered a new vote. Retail Clerks Local 455 lost the original balloting by a narrow margin.

Workers for the supermarket chain are employed here in Houston, and in Pasadena, Baytown, Bellaire, Orange, Port Arthur, Beaumont, Galveston, Texas City, Freeport, Jacinto City, and Bryan, Texas. Most of its stores are in port areas where the SIU has been able to assist RCIA organizers in the campaigning.

The union's charges that management had sought to coerce and intimidate its employees were upheld by an NLRB hearing officer after testimony by a number of Weingarten workers. The union had cited the company for threatening workers with loss of their jobs and earnings if the union won the election, and of taking the line at captive meetings of promising long-needed improvements once the union was out of the picture.

SEAFARERS LOG March 22, 1963 Vol. XXV, No. 6



PAUL HALL, President

HERBERT BRAND, Editor; IBWIN SPIVACE, Managing Editor; BERNARD SEAMAN, Art Editor: MIKE POLLACK, NATHAN SKYER, ALEXANDER LESLIE, PETER McEvoy HOWARD KESSLER, Staff Writers.

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

tected under laws passed by Con- work." gress of the United States. In our | The SIU spokesman recalled that

Features Of Anti-Strike Proposal

WASHINGTON-Provisions of the bill proposed by Rep. Bonner (HR 1897) to deal with maritime labor disputes would set up special procedures for the maritime industry. Title X of the 1936 Merchant Marine Act, which governed maritime labor relations from 1938-42, would be reenacted. The 80-day injunction provisions of Taft-Hartley would be inapplicable.

Procedures outlined by the bill are the following:

· If a major maritime strike seemed imminent, the President could appoint a Maritime Emergency Dispute Board to report in seven days on the facts and the existence of an emergency.

. The Board would then attempt mediation for a period of 80 days, or longer if it felt a settlement was possible.

. The President could at any time during mediation direct the Board to make settlement recommendations.

· If the dispute was not settled by the Board, the President would submit the issues determined by the MEDB to a separate Board of Arbitration. Its award would be final and binding.

· During the period of mediation and, if directed, of arbitration, work would continue. A violation or threat to violate the law by engaging in a strike or lockout could be enjoined by an injunction. · Vessels arriving in US ports could not be struck until after

reaching their home port and discharging their cargo. The bill would cover all seamen, harbor craft workers, longshoremen, terminal employees, pilots and all auxiliary employees.

basic right to bargain freely-a workable means for deciding the a report in 1956 in which it noted jor factors which cry out for atthat the industry was "sick" but tention and appropriate action bewere "the result of a combination of factors and that neither labor costs nor labor relations are the sole causes." The report cautioned "against any hope that an easy solution to the difficulties of the industry can be found in any one area."

Hall noted that in the seven character of trade patterns. years since the report, not a single positive step has been taken to strengthen the industry but, on the contrary, "what actions we have seen with respect to the American merchant marine have only further weakened its condition."

He cited the weakening of domestic shipping by an amendment to the Jones Act which permits foreign-flag ships to carry lumber from the US to Puerto Rico, and the refusal of the Secretary of Commerce last year to approve construction subsidies for two giant ore carriers for the Ore Navigation

Hall specifically drew attention to a number of problems confronting the merchant marine, and cited

concluded that its weaknesses fore we can ever see any improvement in the American maritime industry":

> · Use of the runaway-flag device by American shipping interests.

> · Ineffective application of subsidies in light of the changed

> · Actions of the State Department and other Government agencies in favoring runaway and foreign-flag shipping and in bypassing enforcement of the Cargo Preference Act.

> · The erosive effect of ICCrailroad manipulations domestic shipping.

> "Attention to any one of the many problems in maritime with appropriate action would obviously have no other effect but to (Continued on Page 15)

Rap Anti-Trust Gag On Labor

BAKERSFIELD, Calif.-The International Union of Petroleum Workers, an affiliate of the SIUNA, has strongly urged the rejection by Congress of all legislative proposals that would put labor unions under the anti-trust laws. A resolution adopted unanimously by the IUPW's executive board condemned any such action as "capricious" and charged that it was designed to cripple all union activities. It said previous labor legislation designed to curb the activities of a handful of unions "have hampered and proved harmful to all unions." Copies of the resolution were sent to every member of the House and Senate.

SIU Ship Wins Nat'l Safety Council Honors

Puritan Cited For Rescue

NEW YORK-A rescue of five men from a sinking fishing boat last fall has earned the SIU-manned Alcoa Puritan (Alcoa) a "Ship Safety Achievement Citation of Merit" in the annual awards announced last week by the Marine Section of the National Safety Council.

The Puritan was the only US dry cargo vessel to receive an an hour until the boat went down. award. The citation is ex-pected to be presented to the ship within the next few weeks.

The annual awards recognize outstanding feats of rescue and safety at sea" involving skilled seamanship by vessel personnel.

According to the awards committee, the Puritan carried out its rescue mission about 80 miles south of Mobile last September 21,

Seafarers in the deck department who took a direct role in the operation were listed as Y. J. Struba and H. B. Gatskill, ABs, and Iva Anderson, OS, all of whom were on watch at the time of the incident.

The Puritan was coming in from Trinidad bound for Mobile with a cargo of bauxite when Gatskill, listed as lookout, spotted a flashing light in the Yellow Grand fishing banks some 80 miles from land and changed course.

Coming about, the Puritan ran down the light and found the foundering 40-foot fishing smack Betty J. from Pensacola. The boat was nearly awash, her captain and crew of four bailing with buckets to help the overworked pumps.

Putting the Betty J. in tow at seven knots, the Puritan set out for Mobile, but the next night had to take off her crew and abandon the sinking vessel. Although the Puritan was sluggish in the water because of her cargo. making her hard to navigate, she managed to ride the swells and stand by the sinking Betty J. for

Once the Coast Guard at New Orleans was notified, the Alcoa vessel chief mate, and Joe Ellis, 3rd continued on to Mobile with the mate, were also named for their five men aboard. One of the special role in the search and rescued survivors said, "You'll rescue. Besides the Puritan, five never know how relieved we were when we saw your ship alter ceived honors and awards for outcourse."

The skipper, Capt. John E. Tonningsen, Joseph M. Churka, vessels in other categories restanding safety achievements.

AFL-CIO Council At White House Meeting



Members of the AFL-CIO Executive Council, including SIUNA President Paul Hall, and Labor Department officials, are shown at the White House on March 12, where they were luncheon quests of President Kennedy. Facing camera (1-r) are Peter Schoenmann, Plumbers; Charles Donahue, Labor Dept. Solicitor; Joe Curran, NMU; O. A. Knight, Oil Workers; Hall; AFL-CIO President George Meany: Pres. Kennedy; James Carey, Electrical Workers: Joseph Bierne, Communications Workers, and Esther Peterson, Asst. Labor Sec'y. A P. U. S. A. A. A. T. S. S.

SEAFARERS ROTARY SHIPPING BOARD



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

February 16 Through February 28, 1963

Shipping for SIU men during the second half of February fell off its usual pace, reflecting the fact that most ships idled during the December-January longshore strike have recrewed and sailed. The dispatch total of 1,164 jobs still ran a little bit ahead of the registration for the same two-week-period.

Total registration was 1,128 men in the two top seniority groups. However, the registration was higher than the shipping total for the deck department only. The number of men registered on the beach at the end of February was also highest among the deck gang, as compared to the other two departments.

Among the ports, only Philadelphia, San Francisco and Seattle showed better shipping than in the previous two weeks. Boston, Norfolk, Tampa and Houston reported no real change, and Wilmington remained very quiet. The rest of the ports listed varied declines for the period.

The activity in the payoff, sign-on and in-transit columns shows New York, Philadelphia, New Orleans and Houston each had over 30 ships calling in port at some time during the end of February, although the traffic in replacements apparently wasn't as heavy. Tampa had 19 ships passing through in transit to other ports, and shipped only 14 men in all.

According to the seniority listings, class A men took 62 percent of the total jobs shipped, class B men handled almost 28 percent and class C newcomers filled the remainder. Almost all of the class C shipping was in group 1 and group 2 in the deck and engine departments, and in group 3 for the galley jobs.

Ship Activity

100	ay	Sign		CEAC
, ,	Ms	Ons	Trans.	TOTAL
Boston	2			10
New York	16	4	16	36
Philadelphia	11	12	,	32
Baltimore	2	5	11	18
Norfolk	3	2	5	10
Jacksonville	0	0	3	3
Tampa	2	0	19	21
Mobile	4	2	7	13
New Orleans	5	5	22	32
Houston	5	3	23	21
Wilmington	0	0	4	4
San Francisco	2	2	3	7
Scattle		4	0	10
-	-	_	_	_
TOTALS	58	39	130	227

DECK DEPARTMENT

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San Francisco Seattle	6 2	11 4	2 2	19 8	1 0	3 4	3	7 5	4	9 11	2	15 15	1 2	11	5 8	21	0	0 2	3	5	15 15	7 21	5	22 41	24 19	22 17	6	52 41	5	11	7 8	23 19
TOTALS	113	181	32	326	6	70	64	140	86	168	33	287	8	49	57	114	6	19	15	40	287	114	40	441	421	610	119	1150	22	243	247	5

ENGINE DEPARTMENT

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Boston New York Philadelphia Baltimore Norfolk Jacksonville Tampa Mobile New Orleans Houston Wilmington San Francisco Seattle	1 7 2 1 2 0 0 0 13 13 13 2 4	5 32 19 13 8 3 0 4 30 28 4 5	1 4 1 3 0 0 0 0 0 2 1	43 22 17 10 4 45 42 6		0 55 2 00 00 00 00 00 00 00 00 00 00 00 00 00	3 22 3 9 0 3 0 1 7 1 4 1 1	4 11 5 3 1 1 0 2 16 11 1 2	7 38 8 12 1 4 0 3 27 29 2	0 11 1 3 2 0 0 1 9 9 0 2	0 29 10 22 3 2 1 7 32 28 1 8	0 3 2 2 2 2 0 1 3 4 5 0 2	9 43 13 27 7 2 2 2 11 45 42 1 12	0 6 1 0 0 1 0 0 1 2 0	2 10 3 11 3 0 1 1 1 17 7 1	1	3 29 9 19 4 1 3 4 19 14 1 1 3	0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 9 2 1 0 0 0 0 1 0 0	2 6 1 1 0 0 0 0 0	3 8 11 3 1 0 0 0 0	0 43 13 27 7 2 2 11 45 42 1 12	3 29 9 19 4 1 3 4 19 14 1 1 3	3 8 11 3 1 0 0 0 0	6 80 33 49 12 3 5 15 64 57 2 15 28	0 39 2 8 5 3 1	2 134 26 69 21 9 35 103 84 13 24	1 16 1 11 4 2 0 5 6 5 2 3	3 189 29 88 30 14 10 49 150 122 20 39 21	0 8 0 4 3 2 0 0 1 9 3	3 51 3 29 7 13 2 13 68 56 4	0 37 13 23 4 8 1 13 63 59 6	3 96 16 56 14 23 3 26 132 124 13
TOTALS	46	157	15	218	14	1 6	66	58	138	38	150	24	212	13	60	50	123	2	20	12	34	212	123	34		161	545	58	764	31	263	239	533

STEWARD DEPARTMENT

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Port	1-8	1	2	3	ALL	1	2	3	ALL	1-8	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	В	C	ALL	1-8	1	2	3	ALL	1	2	3	ALL
Bos	1	.5	1	2	9	0	1	4	5	0	0	1	3	4	1	0	1	2	0	0	3	3	4	2	3	9	0	1	0	1	2	0	0	1	1
NY	5	13	6	17	41	1	2	17	20	1	10	2	22	35	2	0	6	8	0	3	20	23	35	8	23	66	40	67	38	102	247	2	7	49	58
Phil	2	5	4	6	17	2	0	5	7	0	4	2	12	18	0	0	8	8	0	0 .	6	6	18	8	6	32	6	14	7	6	33	2	2	11	15
Bal	6	3	3	5	17	0	1	5	6	4	10	6	7	27	1	1	10	12	0	0	6	6	27	12	6	45	14	25	24	34	97	3	3	25	31
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Jac	0	0	1	1	2	0	2	1	3	0	1	0	0	1	0	0	1	1	0	0	0	0	1	1	0	2	3	3	2	1	9	1	5	6	12
Tam	0	1	0	0	1	0	0	0	0	0	1	0	4	5	0	0	1	1	0	0	0	0	5	1	0	6	0	1	1	8	10	0	1	0	1
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NO	4	16	7	37	64	0	3	20	23	4	17	4	42	67	1	3	18	22	0	0	5	5	67	22	5	94	27	50	25	110	212	4	7	80	91
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Wil	0	1	0	2	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 0	0	5	6	2	9	22	2	0	6	8
SF	1	4	1	4	10	0	1	5	6	1	3	1	8	13	0	0	4	4	0	0	0	0	13	4	0	17	9	14	8	24	55	0	4	15	19
Sea	1	3	2	4	10	0	0	4	4	2	2	1	6	11	2	0	6	8	0	0	2	2	11	8	2	21	3	10	4	6	23	3	2	9	214
TOTALE	21	63	35	91	211	4	11	80	95	16	64	21	123	224	7	4	73	84	0	3	43	46	224	84	46	354	131	258	148	366	903	25	36	269	330

SUMMARY

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INQUIRING SEAFARDR

QUESTION: If you had a year off to do anything you want-ed, how would you spend it? (Asked of Seafarers in the Baltimore hall.)



in my car, travel around and eatch the seasons in each state. I'd also like to do some sightseeing and visit some of our historical monuments if I could. But I think that after a year of

this I'd want to get back to sailing again.

* * * Laureano Perez: I like to watch television a lot, so I'd stay home

and watch TV with a couple of beers close by. I've had the urge to do something like this for a long time. I haven't been able to figure out what to do for money, so I'll just keep



on sailing 'til I can figure it. \$

Ascension Torres: I think I'd just spend the year looking around



for a home. I'd also like to buy into a little business as a sideline but I'd still keep on sailing. This life has some disadvantages, like being away from home, but I've never really

steady thing.

Walter Karczewski: I ilke to hunt | David Edwards: I'm away from and fish a lot, so I guess I'd get my family a lot, so if I had a year



with them and try to make up for a lot of lost time. I'm sort of do-it-yourself man and like to putter around the house. I guess in a year's time I could find enough

things that need fixing to keep me

Toive Sale: I'd go and spend the

most beautiful women in the world. If you have a year off, there's only one way to spend it and that's in the company of beautiful women. I also figure you



might as well look for the best, and the woman in Spain can't be beat. Sidney Garner: I'd keep on sail-

ing because I love it and can't get away from it. I can't Imagine myself doing anything but going to sea. I've tried to do other things but everything else seems boring. I guess I'm

a throwback to

the old type of thought of doing anything else as a scaman whose whole life centered around a ship.

USSR On Ship Buying Spree To Beef Up Trade To Cuba

WASHINGTON-The Soviet Union is giving the US another lesson in what "effective control" over shipping really means by buying up another dozen former American Liberty ships to be manned by Russian seamen for use in trade with Cuba. The large ship purchase

is seen as a direct result of the + US and American maritime from Italian companies and two union clampdown on foreign from Belgian operators. shipping that has alternately traded with Cuba and carried US 50-50 cargoes.

According to news reports this week, the Russians purchased the Libertys for \$180,000 each, about \$25,000 above the current price level for freely-transferable Libertys. Six of the vessels were bought from British owners, four

a bid to the British government to trade oil in return for new ships built in British shipyards. This deal fell through after protests by members of Parliament, although the proposed transaction had drawn some support.

Although some ships of free world countries are still carrying Russian cargoes to Cuba, their number is being greatly reduced by the US embargo order barring 50-50 cargoes to such vessels. The Government's blacklist of ships that have docked in Cuban ports since January 1 has grown to 32.

the list last week, including two British vessels, and one each from Greece. They had docked at Cuban ports from February 21 to March 8, according to the Maritime Administration. The total list comprises eleven British vessels, ten from Greece, three each from Nor- traded with Israel in the past.

way and Poland, two from Yugoslavia and one each from Japan, Earlier, the Russians had made Italy and Lebanon. Ships of free world nations thus account for most of the tonnage utilized in the Cuban trade over the past two months.

Ships can be removed from the embargo list only if their owners give satisfactory assurances that no vessels under their control will carry on further trade to Cuba against the interests of the US.

Meanwhile, several moves are underway in Congress to deny use of the Panama Canal to foreign vessels trading with Cuba as part of the Government's embargo effort. However, these moves are Six more ships were added to not regarded with much favor, since this would put the US in the same position as the United Arab Poland, Yugoslavia, Norway and Republic in regulating use of an international waterway for political purposes.

The UAR still bars over 30 American ships from using the Suez Canal because they have

year in Spain because that's where there are the **Lauds Gulf** ea Rescue

MIAMI - Crewmembers aboard the SIU-contracted Transhatteras (Hudson Waterways) have recieved a special commendation from the US Air Force for carrying out a successful search-and-rescue effort to pick up a downed US air-

Enroute from Texas with a cargo of oil for Norfolk, the Transhatteras received a Coast Guard request to look for an Air the sea north of here on December 16.

The Transhatteras quickly changed course to reach the scene, and found Capt. James R. Burch, USAF, floating on a balloon raft. He was exhausted and wet from exposure, but appeared otherwise unhurt. Burch was hauled to the deck after W. Gustafson, chief engineer, climbed down the Jacob's Ladder to give him a lift aboard.

Once aboard ship, Burch was furnished warm food and dry clothing to help him recover from his mishap, and the vessel headed back to this port to land him ashore.

In a wire to the vessel's operator, Brigadier General Hubert S. Judy said the Air Force "sincerely appreciated the prompt generous action of your people in this rescue situation. This conduct reflects highly on you and your organization."

Burch was reportedly doing okay after being examined for injuries and being treated for exposure. Gen. Judy is commander of the Montgomery (Ala.) Air

Canada SIU Cites Bias As Lakes Hearing Ends

OTTAWA-Charging that "no useful purpose" could be Force pilot who had crashed into served by further union participation in the inquiry carried out since August on its dispute with the Upper Lakes

Shipping Company, the SIU+ days before the inquiry came to some 300 crewmembers on its vesa close at its 107th session last sels and began recruiting crew-Friday.

Union attorneys had cited Mr. Justice T. G. Norris, who had been sitting as a one-man commission named by the Minister of Labour dispute was part of a conspiracy to take testimony on the dispute, for bias in his conduct of the inquiry. However, Justice Norris rejected this motion on March 11.

An earlier motion on February I that he disqualify himself on a technical legal ground because he had served as the SIU's attorney in 1953-54 was also rejected by the Commissioner.

Accordingly, the union declared there was no point in presenting final legal argument on the issues raised at the lengthy hearing, including the mass of testimony in support of the SIU given by rankand-file members.

The dispute between the SIU and Upper Lakes began almost a year ago, in April, when the company ended a ten-year collective

of Canada withdrew from the bargaining relationship with the hearing on March 12, a few SIU, broke its contract, locked out

> the Canadian Maritime Union. Throughout the hearing, the SIU has held to the position that the engineered by the Canadian Labour Congress and the Canadian Brotherhood of Railway, Transport and General Workers, which created the CMU, to disrupt maritime affairs in Canada.

men through a puppet organization,

Justice Norris is expected to issue a report and his recommendations concerning the dispute by May, according to news reports.

Jim McDevitt, Head Of COPE.

OKLAHOMA CITY-One of the spearheading figures behind the organized labor movement's political action campaigns of the past ten years died here this week, when James L. McDevitt suffered a stroke during a tour of COPE groups around the country.

McDevitt, 64, was director of the AFL-CIO's Committee on Political Education and earlier headed Labor's League For Political Education (LLPE), the political arm of the AFL before merger with the CIO in 1955.

Prior to his national political activity for the labor movement, Mc-Devitt had been president of the Pennsylvania State Federation of Labor for 16 years and had also been president of Local 8 in Philadelphia for the Plasterers Union. McDevitt first went to work as a plasterers apprentice back in 1916 in his home town of Philadelphia.

SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

Sleep Habits And Proper Body Care

How you sleep can make a difference in your posture, according to Wallace Ann Wesley, HSD, RPT, consultant to the Department of Health Education of the American Medical Association. Here are some suggestions to help you acquire that alert, balanced appearance:

· Select a firm mattress.

· Sleep with covers loose enough to give you freedom of movement. . If you must sleep part of the time on your stomach, hook your feet downward over the end of the mattress to prevent stretching of

the ankles and back muscles.

the same position all the time. deaths occur in the home. Learn Those who feel they can't go to and live. sleep unless they are in one posi- (Comments and suggestions are defect, such as a high hip, a low can be submitted to this column shoulder or an arched back because in care of the SEAFARERS LOG.) Defense Sector. of this sleeping habit.

. Use a thin pillow. A large, thick pillow pushes the head forward and tends to produce round

shoulders.

· Avoid sleeping in a curled-up position. This position stretches some muscles while sleeping, and keeps other muscles in continual contraction (always working). These working muscles will fatigue, and won't be as rested and refreshed as if you had started out in a full length position.

Don't be a statistic. Proper posture and body care is naturally a medical matter, but it also extends into the area of basic safety precautions for keeping that body intact. After a survey of accidents around the home and at work, the "American Association of Industrial Nurses Journal" states that the great majority of accidental deaths appear to be due to careless habits. This finding is borne out by the National Safety Council, which reminds us that I

· Try to avoid falling asleep in more than a third of all accidental

tion may find they have a postural invited by this department and

SIU Visitors From Taiwan



Visiting SIU in New York this month, the Chinese Labor and Productivity Team from Taiwan (Formosa) pauses in tour of headquarters facilities for a picture. The group is in the US under Labor Department sponsorship and included representatives of maritime, longshore and railway unions. Team Leader Loh Kwang (4th from right) is standing director of the Chinese Federation of Labor and of the National Chinese Seamen's Union.

Gulf States Form Group

Committee representing Congressmen from five Southern states with 16 ports on the Gulf has been formed to seek more equitable arrangements on movement of deepsea cargoes from the US.

The new group is comparable to the long-existing North Atlantic Steering Committee, which is under the chairmanship of Rep. Emanuel Celler (D.-NY).

A chairman for the new Gulf grouping has not yet been named. One member of the House and one Senator each from the states of Alabama, Florida, Louisiana, Mississippi and Texas are to be included.

Named so far are Senators John S. Sparkman (Ala.), Spessard L. Holland (Fla.), Russell B. Long (La.) and John Stennis (Miss.). A Senator from Texas has not yet been designated to the committee.

From the House side, the Steering Committee includes George M. Grant (Ala.), Sam Gibbons (Fla.), Hale Boggs (La.), William H. Colmer (Miss.) and Robert Casey (Texas).

Both the North Atlantic group and the new Gulf grouping are designed to promote the port interests of their respective areas, largely in opposition to moves for boosting trade through the St. Lawrence Seaway.

ports group said that if all transport costs are considered, the Gulf | Department. area can handle the Government's defense and surplus commodity exports from the Midwest more cheaply than the Great Lakes. It criticized the Government for allegedly favoring Seaway ports.

Quarantine List Adds Chicken Pox

WASHINGTON-Chicken pox is being added to the list of communicable diseases for which sanitary measures and possible quarantine may be taken aboard ship, according to an announcement from the US Surgeon General's office.

Chicken pox will be placed on the list because in its early stages it bears a marked resemblance to loss of thousands of jobs of Amersmall pox, a highly-contagious and guard to protect a possible error in the original diagnosis.

The Surgeon General further proposes to substitute "hemolytic streptococcal infections" for "scarlet fever" and "streptococcic sore throat" in the list carried under US Public Health Service regulations. The broader term will cover not only scarlet fever but other throat infections and cold viruses of a similar nature.

The USPHS regulations list some 20 communicable diseases and infections subject to quarantine. They are usually characterized by fever or skin rash in their early stages. These include anchickenpox, diptheria, throat and lung infections, leprosy, encephalitis, meningitis, polio, parrot fever, ringworm, trachoma, tuberculosis, typhoid fever and venereal diseases. The regulations are designed to protect the health and safety of all on board ship as well as those in port areas of the US where crewmembers go ashore.

Family Gathering In Philadelphia



Picking up his vacation check covering over a year on the Miami (Cities Service), Seafarer William G. Linker, FWT, poses with wife and children, Maria, Michael and David. All the young Linkers were SIU babies, and Maria also had open heart surgery performed in 1960 on which the SIU Welfare Plan picked up the tab.

ICC Slates Hearing n Rail Rate Cuts

WASHINGTON — The Interstate Commerce Commission has ordered a hearing beginning May 20 on charges that the latest rate cuts on tinplate by transcontinental railroads is

designed to drive intercoastal * shipping lines out of business. lates not only national transporta-An announcement by the Gulf The charges were backed by tion laws but the national transthe AFL-CIO Maritime Trades

> They were filed through the Intercoastal Steamship Freight Association, which said the rate cuts were selective and would lead to rail rate reductions for other types of steel products now moving in volume via ocean carriers operating between the East and West Coasts.

> The railroads proposed to reduce tinplate rates from \$1.16 to \$1.00 per 100 pounds, effective February 1. ISFA described the rate cut as far lower than similar rates for the same service provided by the transcontinental rail lines.

Calling the rail proposal a 'flagrant example of discriminatory rate manipulation" in a forthright protest, the MTD labelled maneuver to eliminate competition of intercoastal shipping . . (which) . . . could lead to the destruction of the domestic American shipping industry . . . and the ican maritime workers . . ."

SIU-contracted Calmar Steamship and Weyerhaeuser Steamship, whose ships are manned by the SIU Pacific District, are the only two lines carrying steel pipe and tinplate in intercoastal trade.

The ICC allowed the rail rate cut and a retaliatory reduction applied for by the steamship companies to go into effect on February 1, but agreed after union and industry protests to investigate railroad action. The pattern of selective rate-cutting by the rails on tinplate shipments began in 1953 and has continued over the years.

Shipping companies point out that the proposed reduction vio-



SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Why Not Serva Fish Regularly?

Fish is a highly-nutritious food, an excellent source of protein, minerals and iodine. Fish may be classified as fat-mackerel and salmon, and lean-haddock, cod, trout. Fat fish is best for baking and broiling, lean fish for steaming, simmering and chowder. Either the fat or lean variety may be fried with excellent results.

Fresh fish is sometimes supplied to merchant vessels, and in checking these stores aboard, the following points should be noted:

· Eyes should be reddish-pink, with no slime or odor.

Scales should be bright, colored, and hold tightly to the skin. · Flesh should be elastic and firm enough to spring back when pressed.

. No objectionable odor should be present around the neck and belly. Fresh fish should be used as soon as possible.

Frozen fish is most generally used aboard merchant ships, provided in the form of fillets. These may be in lengthwise cuts or steaks, crosswise cuts of large fish, or, in the round, Frozen fish should be kept in cold storage at 0' F. and not defrosted until ready to prepare. Once thawed, they should never be refrozen.

Any variety of frozen fish which is not to be breaded may be cooked without thawing, but additional cooking time must be allowed.

Fish is very susceptible to varying temperature conditions, so the chief steward must see that it is properly stored and cared for to avoid the slightest possible deterioration. Frozen fish is most recommended because it can be packaged and frozen to keep for a longer period than in any other form.

Filleted frozen fish will keep the longest, although whole fresh frozen fish also can be safely stored if it's cared for properly. The frozen filleted fish has excellent keeping qualities, however, in addition to the fact that it occupies small space, requires no preparation for cooking and has no waste parts. These are important items to consider when ordering fish stores.

Frozen filleted fish should be thawed slowly in the chill box. If it must be thawed at a fast rate, this should be done at room temperature but only for as long as the actual defrosting process takes. Never try to defrost frozen fish in water. It will lose all its flavor.

Due to its distinctive odor and flavor, fish should always be kept separate from dairy products, fruits and vegetables. If the fish box must be used to store any of these other items, all the fish products should be removed to the meat box, and the fish box should be thorously cleaned out. In this way, the old odors can be prevented from coming in contact with the new items being stored away. Everything will taste a whole lot better when it's served, too.

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

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

By Sidney Margolius

Drug Law Can Save You S; Learn How To Use It

The recently-enacted Kefauver-Harris drug regulations have been hailed as providing additional safety against hazardous effects. But experts who have studied the new law tell this department that the public does not yet realize the potential savings in buying medicines also made available by this law, if consumers and doctors understand all its the new all-rail rate "a transparent provisions. This is a money-saving law as well as a safety law even though all the provisions sought to reduce high prices of medicines were not granted by Congress.

portation policy which bids the

ICC to protect domestic transpor-

tation of all types from discrimin-

tory rate practices.

The big financial benefit in the new law is that doctors and pharmacists no longer have to worry about the safety of non-brand name drugs. As you know, the same medicine sold under its "generic" or common name, often costs half or less the price charged under a brand name.

As just one of the many examples found by the Senate Antitrust Subcommittee headed by Kefauver, McKesson & Robbins, a large drug wholesaler, charged pharmacists only 2.1 cents a pill for prednisone, an arthritis medicine, under its generic name. But major manufacturers charged pharmacists 17 cents for prednisone sold under their patented brand names. Thus, the public paid about 3 cents a pill under the common name but 28 cents under the brand name.

But the problem up to now has been to get the doctors to prescribe by generic name rather than by advertised brand names. Many doctors and pharmacists have felt safer with the branded products of the large drug manufacturers.

You may have had the experience yourself, of having your doctor tell you, "I know the big companies make good products under their brand names and I know their products are good."

Under the new law, doctors and pharmacists have greater assurance than ever before that the quality of non-brand name medicines will be reliable. For one thing, the Food & Drug Administration now has more power than it had even sought, to inspect drug factories and control the manufacture of drugs to assure their safety, identity and purity.

You yourself may have to call your doctor's at-

tention to the valuable quality-control provisions of the new law. You can't depend on the American Medical Association or the Pharmaceutical Manufacturers Association to educate the doctors in prescribing lower-cost medicines. They fought against the Kefauver investigation and the resulting law.

Another encouragement to your doctor in prescribing by generic name, is that the new law provides that all advertising and labeling tell the generic name of the medicine as well as the brand name, and in type at least half as large as that used for the brand name. Moreover, the FDA is authorized to provide a generic name for a drug if the manufacturer doesn't, and-very importantly-can require that generic names be simple and easy enough for doctors to use. Sometimes manufacturers have given drugs long, complicated generic names, and doctors have found it simpler to write out the shorter easy-to-use brand names.

Among other provisions which will help reduce drug costs as well as improve safety, are those relating to advertising. There has been evidence that advertising to doctors sometimes exaggerated the effectiveness of specific medicines, or omitted important vital information about side effects. Now advertising to doctors must carry a statement of the possible side effects and the proven efficacy of a

Thus, if a manufacturer can't exaggerate his claims for, say, a new patented form of penicillin, your doctor may not be as likely to prescribe the new form, instead of the cheaper standard penicillin.

Experts we consulted estimate that the new controls potentially can do about half the necessary job of reducing drug prices to more reasonable levels. One important Kefauver proposal that could further cut prices was omitted by Congress, for one reason because the Administration did not back it. This was the proposal that manufacturers be required to license others to produce their patented drugs. This requirement would encourage price competition, while assuring the company originating a new drug that it still will collect handsome royalties from the other manufacturers.

SS Hope Is Home Again



Back in New York on March II after 10-month stay in Peru, the hospital ship Hope and her SIU Pacific District crew drew a warm welcome in special ceremonies marking SS Hope Week. All hands, including nurses in 65-man medical team (above), were glad to be home. Pictured right are deck delegate Alf Peterson and William Fairchild of the Sailors Union, and below (I-r), Victor Joseph and Paul Lassard of the Marine Firemen, with Eddie Kaufman of the Marine Cooks' contingent.





Alcoa Mariner Replaces Fire-Ravaged Planter

HOBOKEN-Manned by a new crew of Seafarers, the Al- the shin at the ankle and splash If you can't use your clothing and the Del Norte, which sailed coa Mariner, replacement ship for the Alcoa Planter which down and under the cuff. The air to help you float don't pass up any- from New Orleans on February 11, was destroyed by fire in Germany, left the Bethlehem Shipyard here for Baltimore-her *

scheduled for the Mariner, a C-2 freightship which Alcoa acquired from the Maritime Administration to replace the Planter, She is the former American Ranger operated by US Lines.

Ports included on the Mariner's maiden run are Baltimore, Philadelphia and New York. She'll then held for the Gulf, the West Coast

and to Japan.

The company purchased the Mariner after it decided to scrap the Planter overseas following a disastrous fire in January. The Planter crew was flown back to the States by jet after the scrapping decision was made. Fire hit the Planter while it was discharging cargo at a Bremen dock. It was one of several C-1-type ships still operated by Alcoa.

Quick and efficient action by the SIU crew and local firemen pre-

first stop on a planned round-the-world run.

Japan is the first offshore stop age to cargo holds and other spaces.

Although officially labeled as "under control" by midnight on January 31, the fire burned well into the following morning and left the vessel straining against her mooring lines with a 30 degree list, Seafarer William Calefato reported. German firemen did not leave the scene until the hold was completely cleaned out.

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 climinate the chance of the ship sailing shorthanded.

Gov't Eyes Cut In Transport Aid

S Sets Merger Guide

WASHINGTON - A guideline in the form of ten questions to judge the merits of proposed rail and airline mergers has been announced by the President's "Inter-Agency Committee on Transport Mergers." It poses specific queries on whether a merger arrangement re-

stricts competition, protects job rights, improves service mergers, particularly in the rail- Plate) and the Wabash into one and efficiency, cuts costs and other factors.

One of the standards posed as a yardstick for measuring the effects of proposed transport mergers is whether they will "serve other objectives of public policy, including a reduction in public sub-sidies." Taken together, the ques-tions blanket the major problems arising from any proposed joining of transportation companies.

The questions arise from strong opposition among labor groups, within Congress and in affected

road field. The SIU Railway consolidated operation. Marine Region and other unions in the Railway Labor Executives Association are protesting a merger application by the New York Central and ti Pennsylvania Railroads, which alone would wipe out 7,800 jobs. Hearings on this are still being held. Besides this combine, two other

proposed rail combinations would serve the entire East, if plans succeed. These involve moves for the Chesapeake and Ohio to take over the Baltimore and Ohio, and to combine the Norfolk & Western, areas against the trend to such NY-Chicago-St. Louis (Nickel

Recognizing the massive impact of merger plans on jobs and small businesses, the Administration has also taken a firm stand in support of broad Government planning in the area of transportation mergers Each individual application will be judged on its own merits, it was indicated.

The announced guidelines will be used by representatives from the Departments of Labor, Commerce, Justice and the Council of Economic Advisors in announcing their positions before agencies responsible for ruling on pending merger applications, such as the Interstate Commerce Commission and the Civil Aeronautics Board.

In separate action, the RLEA has called on Congress to save the Erie-Lackawanna Railroad, threatened with a "forced marriage" or extinction by the proposed NY Central-Penn operation. "The nation's two biggest railroads are trying to mislead Congress again," the RLEA declared in a personal appeal to all members of Congress.

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director

Do-It-Yourself' Life Preservers

More than 80 percent of all drowning victims are fully dressed at the time of the accident. This means that four out of every five drowning victims die needlessly, because they go down wearing the "life preservers" which could save their lives.

The trouble is they don't recognize the fact that the clothing which helps to pull them under could just as easily help to keep them afloat almost indefinitely-if they knew how to use them properly.

Of all his clothing, a seaman's jacket, shirt and pants make the best of these emergency life preservers. When wet, these garments will hold large amounts of air if handled and inflated in the right way.

To inflate the jacket or shirt you are wearing when you hit the water, first zip or button it tightly at the neck and hold the lower front of the garment out and away from the belt with one hand. Cup the free hand and drive it into the water under the portion of the garment you are holding open. This motion forces air under the surface and creates air bubbles that rise up under the garment. If you continue to hold the bottom of the garment under the water and lean forward, the air will rise to inflate the back and shoulders and keep you afloat in a good position to do a simple paddle or kicking stroke that will propel you along.

The wet garment will hold air+ very well. As the air leaks out head by the waist as you jump. slowly, it can be replenished regu- The plunge will inflate it. As soon larly in the same manner as men- as you hit the water pull the waist

tioned before.

shirt while wearing it in the water by hanging one or both arms over is to button all buttons except the the V of the trouser legs. The second one from the top. Pull the shirt, once removed, can be used shirt out of the trousers, submerge in the same manner although it in a face downward float and ex- does not hold as much air. hale into the opening of the shirt. This will inflate the back and you have to use any of these makeshoulders.

To maintain your balance in the affoat. water inflate each trouser leg alternately, a little at a time.

You can float for long periods in this manner with your back, chest, buttocks and feet lower than the inflated area. Your head will easily be held above water.

If you know you are going overboard and have time, pull the shirt out and away from the trousers as you jump. The downward plunge will force air under the shirt and trap it, if you hold it down firmly when you hit the water. But remember, it won't hold air until it is wet, so even with this method you may need additional inflation by one of the other methods.

If you have time to remove some of your clothing before you jump do so, if the weather and water temperature allow for this. But don't discard them. Once removed, trousers make an excellent life preserver if you tie each cuff tightly in a knot, zip the fly tightly and hold the garment over your

below the surface to retain the Another method of inflating the air. You can then support yourself

One point to remember when shift devices is to keep as much Trousers can be inflated while of your body under water as pos-you are wearing them with the sible. The more you're under same splashing technique. Lie on water, the more natural bouyancy your back in the water, flex one you have and the less weight your knee holding the cuff away from life preserver will have to carry.

thus released will become trapped thing. A floating oar, crate or even

(Comments and suggestions are invited by this department and can be submitted to this column fond of the sea, and he had re-

Del Norte's Doctor, 84, Dies At Sea

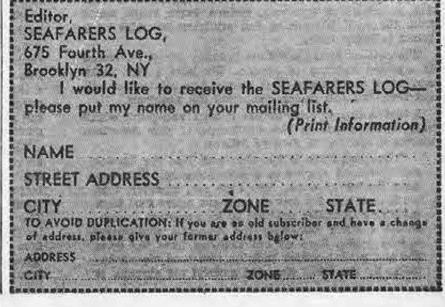
NEW ORLEANS—Seafarers will be saddened to learn of the sudden death on February 19 of Dr. Oscar Walter Bethea, 84, physician and teacher of medicine here for the past 53 years, while serving as ship's doctor aboard the SIUmanned Del Norte (Delta Line).

Dr. Bethea had been sailing aboard Delta Line ships occasionally as a ship's doctor since his retirement from the active practice of medicine ashore four years

He was professor emeritus of clinical medicine at Tulane University, co-founder and chief of the medical staff at Baptist Hospital and chief of medical services at Charity Hospital. He was also a member of many civic and professional societies.

He reportedly became ill early on the morning of February 19, changed course to Ponce, Puerto in the trouser leg over the knee. a metal pail will help keep you Rico, due to his filness. He died, however, before the ship could reach port.

> Dr. Bethea had become very in care of the SEAFARERS LOG.) | quested that he be buried at sea.



MY name is Paul Hall. I am president of the Maritime Trades Department, AFL-CIO. I am also president of the Seafarers International Union of North America, AFL-CIO.

The Maritime Trades Department is a voluntary association of trade unions which represent employees working in some phase of maritime employment, beginning with the planning and conceiving of ships and going through launching, operation, loading and service.

The Seafarers International Union of North America represents unlicensed personnel employed on Americanflag vessels in all seagoing trades in the United States and Canada.

I appear today in opposition to HR 1897, which would saddle the maritime industry with compulsory arbitration. As a trade unionist representing workers with a vifal stake in the American merchant marine, I oppose the introduction of compulsory arbitration as a matter of principle and on practical grounds.

As a matter of principle, the idea of Government enforcing or imposing decisions arbitrarily upon any section of our society is completely repugnant to the democratic concept.

Moreover, compulsory arbitration would destroy the basic right to bargain freely—a right which is established and protected under laws passed by the Congress of the United States. In our democratic society, this is the only workable means for deciding the conditions under which men will work.

The complete repugnance in which compulsory arbitration is held in this nation is perhaps best evidenced by the fact that, according to the US Department of Labor, not a single state provides for compulsory arbitration of labor disputes in private industry.

Among the fretting of the shipowners who favor destruction of free collective bargaining is the complaint that they have to deal with several unions. They make much of the so-called problem of multiplicity of unions. It is quite evident that there is a lot they do not know about America. The necessity of management to deal with a number of different unions representing their employees is not peculiar to maritime. It is a characteristic of a great many industries. The railroads deal with at least a dozen unions. The building trades industry deals with a variety of union organizations representing the various crafts and the metal trades industry does likewise.

ROM a practical standpoint, what would compulsory arbitration in maritime achieve? It might make some ships sail on time. But there is not a single bit of evidence that such a drastic imposition could in any way solve the problems which have been plaguing the industry for too long now. About the only thing it would accomplish would be to enable subsidized operators to escape their responsibilities and pass on their decision-making authority with respect to their bargaining problems.

It is interesting to recall the behavior of one of the shipowners who has testified in favor of HR 1897, when his company was involved in a jurisdictional dispute last year. He called upon AFL-CIO President George Meany, advising him that his company was the victim of the dispute, and urged action that would resolve the issues. Mr. Meany submitted the issue to the Federation Impartial Umpire. Hearings were held and a ruling was issued. Everything was fine-except that the shipowner in question did not accept the ruling. Someone may say that if there was compulsory arbitration he would have had to abide by the ruling, but the point is that there is certainly reason to question the motives and sincerity of one who comes here to support compulsory arbitration but who apparently rejects any system that would make it unnecessary-unless it goes his way!

HR 1897 thus would be the end of true collective bargaining, because the compulsory arbitration machinery would supplant the give-and-take of bargaining as we know it

HE maritime industry is not composed of a uniform, homogeneous group of operators. It consists of diverse groups with different interests, different motivations and objectives. Compulsory arbitration could play into the hands of those seeking to eliminate competition in the industry. Compulsory arbitration would ignore and ride roughshod over the unsubsidized and smaller shipowners. In an industry in which there are such extremes of interest as represented by the subsidized and unsubsidized segments, serious harm could result from the establishment of flat, arbitrary formulas on a broad industry basis.

The workers in the maritime industry are as interested in a stable industry as anyone. We have a vital stake and we are convinced that compulsory arbitration will not help, but will rather compound the problems.

I should like to read to you a brief paragraph which very aptly describes the conditions of the American merchant marine. It goes as follows:

"Time and again it has been said that the American merchant marine is a sick industry. This has been denied by some. The facts are, however, that we have 600 or 700 less ships in our active fleet than military authorities estimate to be necessary for national defense purposes; the domestic and intercoastal trades have all but vanished from the seas; the tramp fleet, which is being sustained almost entirely by the 50-50 law, and general aid cargoes, is

doomed to obsolescence and eventual liquidation; the United States has dropped far down among the nations of the world in the number of ships being built; and the maritime unions have thousands of men on the beach. These are hardly the characteristics of a strong merchant marine."

SEAFARERS LOG

The statement I have just read is from the report on labor-management problems of the American merchant marine issued in 1956 by the House Committee on Merchant Marine and Fisheries, after hearings on legislation somewhat similar to that which is the subject of today's hearings.

This statement stands today just as strongly, if not more so, than it did seven years ago.

Let me point out that the Bonner report of 1956, in reviewing the weaknesses of the merchant marine, concluded that these were "the result of a combination of factors and that neither labor costs nor labor relations are the sole causes." The committee report pointed out that "this is not to minimize the importance of the problems in the maritime labor field but rather to caution against any hope that an easy solution to the difficulties of the industry can be found in any one area."

That was seven years ago. Despite the fact that this committee very properly pointed out that maritime was beset by many problems, not a single thing has been done in the intervening years to strengthen the American merchant marine.

DESPITE the very many problems of the American merchant marine, most of which are very obvious, the year-in and year-out cry seems to be: "Ban strikes, harness the unions, compulsory arbitration, and the problems of the maritime industry are over."

Those who subscribe to this point of view are either ignorant of the industry and its mechanics or they are seeking to divert attention from the more critical problems requiring forthright attention.

Who will deny that runaway operations have torpedoed the American merchant marine? Who will deny that the policies of our State Department and other Government agencies have effectively whittled down American shipping? Who will deny that the unrealistic, archaic 1936 Merchant Marine Act is smothering the development of a stronger and more adequate fleet? Who will deny that a handful of shipping companies are virtually the only beneficiaries of the US subsidy program? And who will deny that major oil companies, who enjoy immense tax benefits but employ runaway flags in their operations, are spokesmen for our American shipping industry?

Not a single positive step has been taken to correct the disintegrating influence of any of these conditions upon our merchant marine.

Since the Bonner report of 1956, nothing has been done in any area to strengthen the American merchant marine. On the contrary, what actions we have seen with respect to the American merchant marine have only further weakened its condition.

For example, the US domestic shipping trades have been opened to foreign-flag ships for the first time since the passage of the Jones Act in 1920 as a result of the adoption of Sen. Neuberger's bill in the last session of Congress. As you know, this law allowed the by-passing of the basic protections embodied in the Jones Act, which requires all ships in the domestic trades to be American-built and American-manned. The amended legislation allows foreign ships to haul lumber to Puerto Rico from ports anywhere in the US whenever the Secretary of Commerce determines that there is no American vessel "reasonably available." The amendment runs for one year, beginning last October.

A further provision is that the foreign vessels involved do not have to conform to US shipping laws in any way if they were not previously in US trade. This, of course, means a minimum American control of any foreign shipping serving domestic ports for the carriage of lumber to Puerto Rico. The first shipment of lumber to be carried to Puerto Rico as a result of this legislation is due to arrive aboard a Japanese-flag ship this week and another Japanese-flag vessel is reported to have left Coos Bay over the last weekend.

OW that foreign-flag ships have their foot in the door of our domestic trades, efforts are being made in the form of proposed new legislation that would make the Neuberger amendment to the Jones Act permanent. Obviously, a dangerous precedent has been set and it could lead to the domination of American coastal waters by foreign-flag shipping.

Yet nothing has been done about correcting the conditions of the American merchant marine which led to this situation. I wonder what would have been the reaction in this nation if Japanese railroad interests had sought, through legislation, permission to establish a rail route from the Pacific Northwest to the Southeastern portion of the United States.

Now let me cite to you an example of administrative action which is blocking the strengthening of the American merchant marine. I refer to the Secretary of Commerce's decision last year which denied a construction subsidy for the two giant ore carriers of 51,400 tons each. The application for the construction subsidy was made by the Ore Navigation Company, a subsidiary of Bethlehem Steel. The vessels, for which no operating subsidies were asked, would have operated between Liberia and Sparrows Point. The denial of the Ore Navigation appli-

Text Of Statement Opposing Compulsory Arbitration Bill

PRESENTED IN BEHALF OF MTD AND SIUNA

By Paul Hall

Before the House Merchant Marine and Fisheries Committee

March 14, 1963

cation was made despite the fact that about 25% of this country's iron ore and practically all of our bauxite and large percentages of other strategic ores are imported on foreign-flag ships manned by foreign crews.

Of all the segments of our merchant marine, probably the most inadequate and obsolete is the ore-carrying fleet.

The Secretary of Commerce claimed that subsidizing the ore carriers would have established a precedent and disrupted the Government's replacement program for liner-type vessels.

If the construction subsidies had been granted, two distinct benefits would have been accrued: (1) Our domestic shipbuilding program would have been materially aided and would have provided much-needed employment for skilled American shippard workers; (2) the operation of two giant vessels under the American flag would have enabled us to score a breakthrough and would have put the American flag in an area of US trade now virtually dominated by foreign flags.

Instead, these ships will be built in a foreign yard and very likely will operate under the Liberian flag. Obviously, this is an area which calls for considerable attention and action if we are truly concerned about the stability and the future of our American merchant marine.

I submit to you that ever since the last war, that in regard to the condition of our American merchant marine, we have sunk deeper and deeper into a mental rut. A stereotyped concept has developed over the years that attributes the decline of the American merchant marine solely to its labor-management relations. This irrational view prevails despite the acknowledgement that a variety of factors are involved in the industry's decline. I remind you of the Bonner committee report that an easy solution to the difficulties of the industry cannot be found in any one area, and that the industry's deficiencies are the result of a combination of factors. It follows that if it is in our national interest to strengthen the American merchant marine, then we must examine all of the other factors, not only the labor-management factor, so that we can determine which are the causes responsible for the plight of the industry.

LET me submit some of the major factors which cry out for attention and appropriate action before we can ever see any improvement in the American maritime industry:

There are now approximately 1,500 vessels operating under the runaway flags of Panama, Liberia and Honduras. A third of these are American-owned and controlled and most of the rest are chartered to giant American companies. Liberia, which has the largest number of runaway ships in its registry, had none in 1939 and 15 in 1949. Today she has approximately 900 ships.

The use of the runaway-flag device got its impetus as a result of the Ship Sales Act of 1946. At the end of World War II, the US had some 50 million tons of shipping, and the act was passed in order to solve the problem of excessive wartime tonnage and the need for helping our allies restore their merchant fleets. However, while the act permitted these vessels to be sold to foreign citizens, to use until their own shipbuilding capacities were restored, American ownership transferred these vessels to subsidiaries for operation under the runaway registry. It is important to remember that at this particular time, the wages of American seamen were never ever mentioned as a reason for these runaway operations. The big attractions were the tax exemption benefits, the absence of any controls or inspection systems, as well as the availability of virtual slave labor.

It was at this point that the American fleet began to lose tonnage to the runaway operations, and the corporations which availed themselves of it apparently enjoyed living this way and have retained the device ever since. Their rationale has been that they are forced to do so by the cost of American wages.

I might point out that the Maritime Trades Department, AFL-CIO, is interested in seeing the US tax laws changed to cover foreign-flag operations of American citizens. The Department hopes it can obtain legislative interest in a bill to amend the Internal Revenue Code by providing the earnings of US citizens operating foreign-flag ships shall not be exempt from taxation if a substantial part of the ownership or control of the ships is vested in a US citizen or any partner, affiliate or subsidiary of such a citizen.

A Since 1936, when the Merchant Marine Act was adopted, and the present subsidy program was effectuated, the character of US foreign trade has changed radically. For example, in 1939 some 80% of all US foreign trade was in the form of package cargoes, with bulk cargoes representing 20%. In the 1960s, package cargoes constituted 13% of US foreign trade and bulk cargoes had soared to 87%. Of the total volume of bulk cargoes, American-flag ships carried only 3%.

NITED States oceanborne foreign commerce increased greatly during the period from 1950 to 1959. But the relative participation of US-flag ships in the carriage of this country's foreign commerce has shown a steady decline since the end of the war. Total oceanborne cargo shipments to and from the United States increased from 117 million long tons in 1950 to 263 million long tons in 1959. But the percentage of this trade carried by all US-flag vessels decreased from 65.3 in 1946 to 42.6 in 1950 and down to 9.7 in 1959.

The subsidy program is completely unrealistic and outdated in the light of existing conditions. Only 15 companies receive operating subsidies.

The ineffectiveness of the present subsidy program was summed up in the report on the ocean freight industry of the House Anti-Trust Subcommittee conducted by the committee chairman, Rep. Emanuel Celler of New York, last year.

The Celler Committee report says:

"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. But to that extent, other segments of the American merchant marine have been the subject of discrimination. 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." These six companies are American Export, APL,

Grace, Lykes, Mooremac and US Lines.

"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."

Government departments, principally State, along with Agriculture, Defense and others, have been following policies that have sapped the strength of the American merchant marine, notably their favoring of runaway and foreign flag shipping. The State Department has been the principal proponent of the "effective control" theory which has been the chief rationale for the maintenance of the runaway fleets, especially those of the big oil companies who fathered the idea and are most concerned with its retention.

For example: When the Intergovernmental Maritime Consultative Organization, a permanent United Nations agency, held its first meeting in London in January, 1959, the State Department named a delegation on which the only shipowner representative was Millard G. Gamble, formerly top officer of Standard Oil of New Jersey and, at the time of his appointment to the IMCO group, a consultant for Esso, which operates one of the biggest runaway tanker flects in the world. Gamble was also one of the founders of the so-called "Committee for Flags of Necessity," the lobby group for the American runaway ship owners.

The State Department from the outset was one of the

foremost opponents of the 50-50 cargo preference legislation as well as of legislation which would curb ship transfers and sales.

ANOTHER example of Government action which has weakened the merchant marine is the manner in which the Cargo Preference Act has not been properly enforced. Last year maritime unions (SIU and MEBA) found that as a result of chartering practices in vogue at that time, a small group of brokers had succeeded in interposing themselves between the Government and the ship operators. These five brokerage firms appeared to be the chosen instrument for chartering the majority of foreign aid cargoes.

We discovered this situation as the result of an award of a Government-financed cargo to a British ship, the Salvada, in violation of the 50-50 law, despite the fact that an American-flag ship was available to carry the cargo.

Despite the fact that meetings were held with various Government agencies involved and all of the facts were brought to their attention not a single thing has been done about this matter to this very day.

Domestic shipping was once one of the principal segments of the American maritime industry. This vital segment, however, has now been decimated as a result of predatory and manipulative practices by the railroads, including selective rate-cutting and rate-juggling, which have been permitted by the Interstate Commerce Commission.

The erosive effect of the ICC-railroad manipulations can be seen in what has happened to the domestic shipping industry. From 1939, just before domestic water transportation was placed under ICC regulation, some 47 companies and more than 300 ships have been forced out of business.

There are now only two companies, with nine vessels, serving as common carriers on the Atlantic coast. There are no common carriers left on the West Coast. There are four companies remaining in the intercoastal trade. These companies operate 22 ships. The companies 'are Weyerhaeuser, Sea-Land, Calmar and States Marine.

How the railroads' selective rate-cutting, with the approval of the ICC, has caused the decline in waterborne commerce is highlighted by an important decision of the ICC last month. The ICC has permitted the railroads to cut rail rates for the transportation of tin plate from the East Coast to the West Coast in spite of the fact that this move could lead to destruction of the intercoastal shipping service. Since 1953, the last time the ICC permitted the railroads to reduce their rates on the transcontinental shipment of tin plate, 30 ships have been forced out of this trade.

The railroads' technique over the years has been to cut rates on those commodities in which the railroads are in competition with water shipping, even though it means operating at a loss. After these practices have forced shipping companies involved out of business, the railroads then up their rates.

A LTHOUGH the ICC regulates domestic water transportation, it consists largely of people with railroad backgrounds or railroad orientation. The Commission lacks any personnel with an understanding of, or corcern for, the domestic shipping industry. The entire history of the ICC-railroad relationship smacks of a collusive effort to drive domestic shipping companies out of business. All of these facts have been placed before the Senate Commerce Committee.

Subjected to this kind of battering and abuse, it is no wonder that our industry is in such critical shape. Could any industry thrive in such an atmosphere? Obviously not. The abuses and conditions I have just outlined demand immediate consideration.

There are prespects too, that a developing European common market may pack additional problems for our merchant marine.

The common market nations are vitally interested in maximum participation in world-wide commerce. Knowing of their concept of pooling of resources and their determination to carry their goods in their own ships, we should be taking the maximum number of steps to assure that the US industry is in the best possible condition to compete and to assure that its ships will be active in every vital sea lane.

Attention to any one of the many problems in maritime with appropriate action would obviously have no other effect but to strengthen and improve the condition of the American merchant marine.

Here is what I suggest that groups like this committee could do if they are interested in getting at the real roots of the problems that are keeping maritime from prospering and enjoying a proper share of participation in the fruits of the nation's economy:

(1) Update the Merchant Marine Act of 1936 based on a realistic recognition of the changing patterns of US foreign commerce since the 1930s.

(2) Reevaluate and overhaul the US subsidy program to the end that it will encourage management efficiency and initiative and develop trades and cargo shipments that are truly important to this nation.

(3) Reconstitute the Interstate Commerce Commission to provide for representation of viewpoints and problems of domestic waterborne commerce, and to prevent its continued use as a rubber stamp for railroad rate-cutting practices.

(4) Take all appropriate action to require all Government agencies to recognize, accept and enforce the provisions of the Cargo Preference Act as intended by Congress.

(5) Insure an adequate American tanker fleet both as an essential for proper defense and for an expanding American merchant marine by instituting a requirement that at least 50% of oil imports be carried in Americanflag tankers.

(6) Eliminate Government competition with private shipping as practiced by the Military Sea Transport Service.

(7) Close the tax exemption loopholes which provide the greatest incentive for shipowners to register their vessels under runaway flags.

If we delve into these areas and do something about the problems they have caused, I am certain that we will find that the illusion that labor-management relations, that the right of the unions to bargain freely with the employer, are not the cause of the illnesses plaguing the American merchant marine,

WITH respect to the feeling that an effort must be made to improve present labor-management relations, as a means of averting tie-ups that might have an impact on the national economy, I think that instead of becoming panicked and rushing into compulsory arbitration, which would inevitably change the face of America, some sincere effort should be made to perfect our bargaining system, rather than destroy it. If there are people who feel our collective bargaining procedures have shortcomings, then other avenues which offer the possibility of improvement should be explored.

For example, I recently attended a session on the West Coast devoted to offshore maritime labor-management relations in which also participating were Morris Weisberger, executive vice-president of the Seafarers International Union of North America, the West Coast shipowners, Donald Alexander of the Maritime Administration, Mediation Director William Simkin, Deputy Director Robert Moore, Herbert Schmertz, counsel to the Mediation Service, and Prof. William Gomberg of the University of Pennsylvania, and others.

These talks, in my opinion, were helpful and I feel that out of them a better approach can be made by all parties to all common problems.

In the Atlantic & Gulf Coast area of our union we have achieved a bargaining relationship which is very successful. We have made it our business to maintain a continuing relationship with the contracted operators and to let them know that the union is accessible. It is a good formula. It results in constant day-in day-out contact between the parties along with mutual understanding of the problems of the seaman and the ship operator. If such stable relationships can be realized, as they have in our area, they can, in time, evolve everywhere.

Insofar as compulsory arbitration is concerned, I think the attitudes of all who are concerned with the preservation of democratic institutions can best be summed up by quoting from the report of the President's Advisory Committee on Labor-Management Policy, which was submitted to the President in May, 1962. The Committee reported to the President that "Collective bargaining is an essential element of economic democracy," and "the essential freedom-of-choice elements in collective bargaining must be preserved."

Governmental imposition in peacetime of substantive terms and conditions on the parties. We reject the idea that there should be any legal requirement that disputes be resolved through compulsory arbitration. If the parties choose to submit their differences to arbitration, in which the award is final and binding, that is of course proper and compatible to the concept of free collective bargaining."

The report concluded with this statement:

"We believe that any objective study will show that collective bargaining has, overall, promoted not only the well-being of the workers directly concerned but of society as a whole."

Mr. Chairman, members of the Committee, thank you for having allowed me the opportunity to voice the view of the organizations I represent.

Five SIU Oldtimers Retire On Pensions



eighteen.



Maasik



MacDonald



Suslovitz

Five more SIU oldtimers, recently declared eligible for monthly retirement benefits of \$150, have joined the ranks of Union members comfortably retired on pensions. The addition of this group brings the number of those retired Nova Scotla, he also completed

The newest group of pensioners includes Fructuoso Camacho, 44; his wife, Lois, call Boston their Albert Freund, 68; John Maasik, permanent home, 61; Lindley R. MacDonald, 66; Louis Suslovitz, 64.

Completing more than 20 years of seatime, Camacho paid off the Alcoa Roamer (Alcoa) last November. A native of Puerto Rico, he presently resides with his wife, Josephine, and eight children at their own home in Brooklyn. Camacho signed on with the SIU in 1940 and sailed in the engine department.

Oldest In Group

The oldest of the current pension group, Freund is a World War I Marine veteran born in Yonkers, NY, who started sailing about 15 years ago in the engine department. He now lives in White Plains, NY, with his wife, Lillian, and has six grandchildren. His last vessel was the Mankato Victory (Victory Carriers) in January.

Born in Estonia, Maasik compiled a 40-year career at sea in the deck department. He joined the SIU in 1943, paying off the Losmar (Calmar) on his last trip. He's a resident of Baltimore.

Sailing in the steward department, MacDonald joined the SIU at Boston in 1939. A native of

SIU MEMBERSHIP MEETINGS

DETROIT, Feb. 8-No meeting held due to lack of a quorum.

MOUSTON, Feb. 11—Chairman, Lindsey Williams; Secretary, Paul Drozak; Reading Clerk, O. W. Moody, Jr. All previous port meeting minutes accepted. Dec. 17 Executive Board minutes presented. Port Agent reported on shipping, organizing and negotiations among affiliates. Report accepted. President's and Secretary. accepted. President's and Secretary-Treasurer's reports for January carried. Report of appeals' committee regarding John Cole was presented. Auditor's re-port accepted. Total present: 580. 1

4 4 NEW ORLEANS, Feb. 12—Chairman, Lindsey Williams; Secretary, Clyde Lanier; Reading Clerk, Buck Stephens. Minutes of previous port meetings accepted. Executive Board minutes of Dec. 17 presented. Port Agent's report on shipping, Bull Line situation and primary elections was accepted. Reports by President and Secretary-Treasurer for January were accepted. Report of the appeals committee re John Cole read and presented. Meeting excuses referred to dispatcher. Auditor's report accepted. Members voted to non-concur with reso-NEW ORLEANS, Feb. 12-Chairman lution concerning dues payments during strikes. Motion under new business re-garding reopening of union contracts was rejected after discussion. Total present: 610.

t \$ MOBILE, Feb. 13—Chairman, Lindsey Williams; Socretary, Louis Neira; Reading Clerk, Robert Jordan, Minutes of previous meetings in all ports accepted. Minutes of Executive Board dated Feb. 17 presented. Port Agent's report on shipping, II.A strike, organizing and ne-gotiations among affiliates was accepted. President's report for January accepted. Secretary-treasurer's report for January accepted. Report of appeals committee re John Cole presented. Meeting excuses referred to dispatcher. Auditor's report accepted. Motion carried under new business to instruct headquarters that on constwise trips ships be requested to pay off at least once every 60 days. Total present: 189,

on pensions this year to nearly 40 years on the high seas last July, when he paid off the Orion Planet (Colonial). He and

> Suslovitz was also a steward who first shipped with the SIU out of New York in 1942. Now living with his sister, Mrs. Harry Primack, in New York City, he finally paid off the Del Sud (Delta) last May.



Disabled Seafarer Fructuoso Gamacho (left) receives first SIU pension check from Welfare rep. John Dwyer at SIU headquarters in New York.

SOCIAL SECURITY

Joseph Volpian, Social Security Director

Wide Support Seen For Health Plans

The vast majority of Americans "will support with enthusiasm" the prompt enactment of the Administration's "sound, practical proposal of hospital insurance for the aged," despite the "sloganeering" and tanker Orion Comet (Orion Shipscare tactics of "irresponsible opposition," the AFL-CIO has declared.

In a statement commending Pres. Kennedy for his message on the aged and aging, with top priority on hospital insurance, the AFL-CIO termed the need "imperative" and the time for action "now." Reviewing the legislative and public battles of the past few years on the issue of health insurance, the Federation declared that "the only practical way to finance hospital insurance for the aged is based on the social security principle" with benefits for those not covered by social security or railroad retirement "financed out of general rev-

Public welfare medical assistance is only acceptable "as a second line of defense," the statement said, stressing the President's position that welfare medical aid can help people get health care "only if they first accept poverty and then accept charity."

Private insurance, it pointed out, "can make a major contribution by surplementing the basic hospitalization plan." This can be expected to expand as it supplements basic hospitalization coverage through social security "just as other private insurance grew after the passage of the original Social Security Act."

The AFL-CIO has urged Congress "to implement with its prompt action" other portions of the President's message on the aged dealing with housing, income, employment, taxes, special facilities and services.

It found of particular significance the President's proposals encouraging group practice, combatting mental illness, coping with mental retardation, increasing the number of physicians and other trained health personnel and improving health facilities. Encouraging the spread of group practice, the statement said, "would do much to make high quality medical care more readily available to all Americans."

The Administration's proposals in the mental health field could be expected within a generation "to reduce the number of patients under custodial care by at least half . . , and to reduce profoundly the misery which mental illness now entails for millions of American families."

On increasing the number of physicians and other health personnel, labor officials feel that the need for Federal assistance to medical, dental, public health and nursing education is "so compelling, so welldocumented and so immense that it is impossible to justify further hesitation or delay."

The statement called for extension and revision of the Hill-Burton program of hospital and medical facilities construction to meet 'changing conditions" and specifically supported extension of the act for five years, plus amendments to authorize modernization and replacement programs and higher appropriations for non-profit nurs-

It is to be hoped on behalf of all Americans, young and old, that we will see much of this program enacted in the present Congress for o. national benefit.

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

Korean Ship, **Comet Hit**

TOKYO-The SIU-crewed superping & Trading) managed to rescue five crewmen from a small Korean freighter after the two vessels collided last February 2 during a violent storm off the coast of Japan.

"It was very cold and the sea rough and choppy" when the collision occurred, according to Seafarer Vernon Douglas, ship's

reporter, but despite the hazardous conditions, a lifeboat was manned and put over the side.

Five seamen out of the ten crewmembers aboard the Korean ship were rescued, although

three of the five died before the Comet reached Sasebo, Japan, Douglas added. The other five were reported missing, low visibility and heavy seas handicapping an extended search for them.

Douglas

Douglas praised the "gallantry of the captain, officers and crew of the Comet in rescuing those five men, which was all they could find. There was good seamanship and cooperation by all hands available."

The Comet, of 18,736 tons, suffered minor damage.

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 immedistely bringing the matter to the attention of the President's

Canadian Lumber Strike Has Bitter End

TORONTO-The recent month-long strike of Northern Ontario bushworkers who provide much of the newsprint for American newspapers has left a bitter aftermath. Three strikers were killed in a brutal attack by local farmers called "settlers," who were acting as scabs, 237 strikers were charged with rioting and '19 "settlers" were indicted for "non-capital

murder" which carries a mandatory life been imposed upon the union.

'Disturbing Questions'

In an analysis of the strike, the Cooperative Press Association, Canadian labor news service, said the dispute had raised "disturbing questions about the performance of the Ontario Labor Department and the maneuverings of the major firms in the pulp and paper industry."

The labor department marked time for months, ignoring union appeals to invoke conciliation proceedings in certain key cases. The government also sidestepped union complaints about widespread illegal traffic in timbercutting permits among independent cutters and jobbers.

Companies Upset Settlement

Two associated companies against which the strike was conducted, Spruce Falls Power and Paper Company and Kimberly-Clark Canada Ltd., made a strong effort to torpedo the tradition of a pattern settlement, according to CPA.

The walkout by 1,400 members of the Lumber and Sawmill Workers Union, a division of the United Brotherhood of Carpenters and Joiners, was part of a union campaign to establish the 40-hour work week in camps operated by Ontario's 18 major pulp and paper firms.

The union achieved this goal in December

and Kimberly-Clark, it ran into a roadblock. volver was seized by police. Both these companies maintain separate boards of directors, but they are actually intertwined at the ownership level and in turn both are controlled by a parent US firm.

Conciliation Session

Lumber workers walked out at both firms four days after the first session with a conciliation officer. With the strike on, the companies refused to engage in further talks. Meanwhile, tension mounted as about 1,000 farmer-settlers, with Crown licenses to cut 100 cords of pulpwood each, continued to work in the Kapuskasing area. Normally they supply close to one-third of the wood to the Spruce Falls mill.

Although the union said it had no quarrel with the settlers who cut wood to supplement farm income, it saw these men being used as strikebreakers, aided in many cases by truckers and jobbers who bought the wood from the settlers at rock-bottom prices and sold it to the mills for substantial profit.

Skirmishes were climaxed by a clash at a siding 37 miles west of Kapuskasing. Three strikers were killed and nine wounded when a group of strikers attempted to stop independent operators from piling pulpwood for shipment. Provincial police in the area claimed

sentence. Finally, mandatory arbitra- at one of the big companies, Abitibi Power they had been told the independents were untion-which nobody really wants-has and Paper Co. Ltd., but when it attempted armed, but after the shooting a small-sized to apply the Abitibi pattern at Spruce Falls arsenal including rifles, shotguns and a re-

> Nineteen settlers were subsequently charged with non-capital murder-a charge which carries a mandatory life sentence upon conviction. A total of 237 strikers were charged with rioting. It was believed to be the greatest mass roundup on murder and rioting charges in Canadian history.

Union Demands Investigation

In the wake of the dispute, William Stefanovich, regional international representative of the parent Carpenters' Union, called for a Royal commission to probe the background of the battle in which the three strikers were killed. In a brief to members of the provincial legislature, the union demanded an investigation of the department's handling of negotiations preceding the strike.

The union also urged an investigation into the issuing of licenses to independents in the Kapuskasing area by the Department of Lands and Forests and demanded legislation to prohibit strikebreakers from replacing strikers during a labor dispute. George McCurdy, secretary-treasurer of the Carpenters' Ontario Council, said the deaths of the three strikers was an example of the violence which can result when a third party interferes in a strike situation.

COPE REPORT

The New Mexico House recently rejected a so-called "right-to-work" bill for the second time in a week, apparently killing the measure for the session. After the first House turn-down of a bill to put a proposition outlawing the union shop to a referendum, the Senate passed an almost identical bill by a 17-15 vote.

By a 31-26 margin, the House then refused to print the Senatepassed bill and voted to postpone its consideration indefinitely. The House later recessed briefly and on reconvening nailed down the decision by defeating a motion for reconsideration.

* * *

But good news is always mixed with the bad, and this is the case in Wyoming, which a few weeks ago became the 20th state and the first in more than four years to approve "right-to-work." The propaganda methods that preceded the passage of the new law in Wyoming typify the activities of the right-wing groups and organizations which support the open shop campaign in some states,

Everyone may have thought that after many years of practice at mud-slinging, backers of the phony "work" laws long ago had perfected the art, but this isn't so. In Wyoming, they easily surpassed themselves.

An outfit calling itself the "Freedom Committee," whose individual members are yet unidentified, placed an advertisement in the "Sheridan (Wyo.) Press" that reached a new low. It not only linked unions by implication to the Mafia (Black Hand), Al Capone's gang and Nikita Khrushchev, for some reason it linked Young Democrats to them as well. The ad reflected the thinking of the extreme right wing, the only "black hand" involved in so-called "right-to-work" campaigns. And, of course, "Freedom Committee" has that unmistakable odor of the far right.

Two days later, "Wyoming Citizens For Right-to-Work" placed an ad in the same paper disclaiming any connection with "Freedom Committee." But WCRTW couldn't resist the opportunity to suggest that the "Freedom Committee" may actually be AFL-CIO.

One day later, to wind up the farce, the pages of the "Sheridan Press" blossomed with another ad signed by Alex Kaufmann of Sheridan, administrator of the Wyoming Citizens for RTW. He again disassociated his organization from "Freedom Committee" and wound up proclaiming ". . . we do not believe in the assassination of character of people or organizations."

The ads, of course, are sidelights-but important ones-to the main fact: the GOP-controlled Wyoming legislature passed an open shop law and the GOP governor signed it. As usual, the proposal had the support of business leaders and the ultra-conservative Farm Bureau. One of the founders of the state RTW committee was Wyoming Farm Bureau President Herbert Livingston, a board member of the "National Right-to-Work Committee." The fight for the law was led by Lloyd Taggart, a member of the US Chamber of Commerce "Special Committee on Voluntary Unionism."

The victory was a key one for the open-shoppers, giving impetus to their efforts to build sentiment for a Federal "right-to-work" law. More immediately, it may well encourage other conservative-dominated state legislatures to act.

LABOR ROUND-UP

between locals of the United Auto of a Los Angeles local of the In-Workers in four states and the ternational Chemical Workers Un-Martin Marietta Company granting ion granting "replaced" strikers workers at missile sites new three- jobless benefits. Reversing a lower year contracts calling for hourly court ruling refusing unemploywage increases of 5 to 25 cents ment insurance to striking workers plus improvements in vacations, of the Ruberoid Company, the ance and other benefits Completing a marathon bargaining fits when the company replaced session of 24 straight hours, repre- them with other workers. sentatives of 24,000 members of the Communications Workers of America have won a new agreement from the NY Telephone Company which wipes out inequities locals of the Electrical Workers, built up over the years. The pact Sheet Metal Workers and Painters calls for a wage increase of from in NY have received a no-lockout \$2 to \$7 weekly for an average

after bargaining with 60 employers, New York and New Engstruck The California Su- ticipated.

Agreements have been reached preme Court has declared in favor ays, sick leave, health insur- court held that those forced out of work became eligible for bene-

Pledging no strikes for the duration of the 1964 New York World's Fair and related construction, guarantee from 71 employers re-17.7-cent per hour raise, top craft presented by the Electrical Sign salaries of \$143.50 and other Board of New York. The unions and the employers adopted the same procedures in effect at the Fair for the building and construc-Winning new two-year pacts tion industry Leading the way in bringing more white collar workers into the labor movement, land locals of the Shoe Workers the Office Employees Internationof America will receive a general al Union scored 26 wins in Naincrease of five cents hourly, im- tional Labor Relations Board reproved vacation pay, hospital and presentation voting, in the clerical, medical benefits and a higher technical sales and professional minimum pay rate. A hike in the employee fields last year, AFLmaximum pension benefit to \$40 CIO unions in the office field a month was also obtained from scored victories in almost 60% of all companies after one firm was the contests in which they par-

'The Old Shell Game'



A Senate Anti-Trust Subcommittee is now taking testimony on a matter of vital concern to Seafarers, as workers, family men and consumers, and to all of organized labor. The hearings involve legislation to deal with the growing practice of trick packaging in consumer goods which drains off money gains won at the bargaining table and eats away at the purchasing power of all Americans.

Everyone who shops at the supermarket today has to contend with a maze of "family-size," "jumbo," "economy-pack" labels and others for the same type of product, at prices that have no relation to each other. The result is that all consumers, especially wageearners, are getting less and less for their dollar.

To fight these practices, the SIU and all AFL-CIO unions are supporting the "truth in packaging" bill, introduced in Congress by Sen. Philip A. Hart (D.-Mich.), as legislation that is long overdue. It would prescribe packaging standards to give consumers a fair shake when they buy the endless number of small items that make up the family food and grocery budget.

Prices for most such products are based on a delicate juggling act worked out by the manufacturer to cover a variety of weights, package sizes and shapes. And though the loss to the consumer on each item may be a penny or less, this mounts up quickly by the time the shopping list is completed.

It would take a mathematician to figure which package of the same product is the best value-6.5 ounces at 29c, 9.25 ounces for 41c or 14 ounces at 57c, and the merchandisers know this. They follow up on the confusion by adding fancy packaging to sell their wares, although the packaging changes are often not due to any product improvement or new developments.

Packages are made deceptively large much larger than the product inside—and we wind up buying air instead of food. Pictures on another label show large chunks of meat, yet the product contains only artificial beef flavoring. The label complies with the

law by listing the flavoring as nordihydroguaiaretic acid-accurate but meaningless. In the end, the consumer is tricked into buying a picture instead of something the family needs.

American labor is lining up solidly behind Sen. Hart's proposals for standard weights, honest labels and ethical merchandising and packaging practices, because these are essential to protect every US family. They are one way to assure that future earnings won't be watered down by tricky packaging methods that offer neither value nor nourishment and serve no useful purpose.

'Routine Work'

Reports of various shipping accidents in far-off places are again carried in this issue of the SEAFARERS LOG, mixed with the news of the past several weeks, which describes developments in Washington and elsewhere that have an important bearing on Seafarers and other maritime workers.

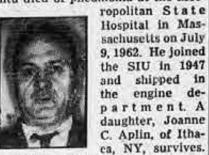
Details of most sea mishaps occurring far from home, where no VIPs or passengers are involved, usually are reported briefly in the press as "filler" items. It's a case of "2 sailors drowned somewhere at sea"—"5 Lost in ship collision"—and that's it. SIU men naturally have a more direct interest in such matters, whether Seafarers are part of a rescue party or are in mourning for lost shipmates. That's the tradition of the "Brotherhood of the Sea" everywhere.

But the situation goes deeper than that. The lack of concern with the fate of "a couple of sailors" is characteristic of the brushoff maritime issues get from the public and from the people's representatives in Washington-except in times of national crisis, real or artificial. It seems to us, as the SIU has declared again and again, that maritime deserves a better fate. This routine disregard for ships, seamen and their industry is a national disgrace.

SIU ARRIVALS and DEPARTURES

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$13,500 in benefits was paid (any apparent delay in payment of claim is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates):

John Cochintu, 60: Brother Cochintu died of pneumonia at the Met-



Burial was at Walnut Grove Cemetery, Dannes, Mass. Total benefits:

\$ Demetrios Kekis, 56: Brother Kekis died of natural causes at

Manhattan State Hospital, Wards Island, NY, on February 18, 1963. Shipping in the steward department, he signed on with the SIU in 1951. His wife, Anastasia Kekis,

of Staten Island, NY, survives. Burial was at Silver Mount Cemetery, Staten Island. Total benefits: \$500.

* \$ Ezeb Manuel, 49: Heart failure caused Brother Manuel's death on

> February 11, 1963 at Moosa Memorial Hospital, Eunice, La. An SIU member since 1947, he had shipped in the steward department. His wife, Marice Manuel, of

Basile, La., survives. Burial was at St. Augustine's Cemetery in Basile. Total benefits: \$4,000.

\$ Pablo Gonzalez, 37: Brother Gonzales died of injuries received in a

fall on February 9. 1963 while aboard the SS Steel Flyer. He had sailed in the deck department since joining the 1942. SIU in Surviving is his wife, Carmen Gonzalez, of the



Bronx, NY. Burial was at St. Ray-|ton Cemetery, Houston. mond's Cemetery in the Bronx. benefits: \$4,000. Total benefits: \$4,000,

Lawrence I. Floyd, 63: Leukemia was the cause of Brother Floyd's

death on January 31, 1963 at the USPHS hospital, Galveston, Texas. He had sailed with the SIU since 1958 in the engine department. A cousin, Mrs. O. D. Mann,

survives. Burial was at Washing- \$500.

Total

John J. Harrison, 41: Intestinal bleeding was fatal to Brother Har-

rison at Mayview Hospital, Portsmouth, Va., on July 16, 1962. Sailing in the deck department, he joined the SIU in 1955. Surviving is a sister, Mrs. Glennie H. Thomas, of Norfolk, Va.

Burial was at Ross Church Cemeof Houston, Texas, tery, Windsor, NC. Total benefits:

All of the following SIU families have received a \$200 maternity benefit, plus a \$25 bond from the Union in the baby's name, representing a total of \$3,400 in maternity benefits and a maturity value of \$425 in bonds:

Mavella Rene Zellner, born February 8, 1963, to Seafarer and Mrs. Paul D. Zellner, Pasadena,

4 Murch Carroll, Jr., born February 1, 1963, to Seafarer and Mrs. Murch Carroll, Baltimore, Mary-

1 1 1 June Marie Huber, born January 22, 1963, to Seafarer and Mrs. Joel C. Huber, Portland, Ore.

Laurie Gebhardt, born October 2, 1962, to Seafarer and Mrs. Henry W. Gebhardt, West New York, NJ.

Russell Talbot, born December 23, 1962, to Seafarer and Mrs. John Texas. R. Talbot, Houston, Texas.

1 Michael Olsen, born January 25, 1963, to Seafarer and Mrs. Jack R. Olsen, Wantagh, NY.

* * Christine Annette Webster, born January 5, 1963, to Seafarer and Mrs. Marion D. Green, Mobile, Ala. Mrs. Milton E. Webster, Mountlake Terrace, Wash.

James L. Conner, born January 25. 1963, to Seafarer and Mrs. James L. Conner, Houston, Texas.

1

ary 31, 1963, to Seafarer and Mrs. Charles Bramble, Atlantic City,

t t Russell Green, born January 21, 1963, to Seafarer and Mrs. Arrie W. Green, Mobile, Ala.

Shannon O'Brien, born November 24, 1962, to Seafarer and Mrs. Robert L. O'Brien, Salem, Mass.

4 Eric Kirk Alexander, born January 12, 1963, to Seafarer and Mrs. Alex Alexander, New Orleans, La. * * *

Gilbert Roland Gonzales, born February 21, 1963, to Seafarer and Mrs. Ramiro R. Gonzales, Houston,

Leonard Balley, Jr., born November 1, 1962, to Seafarer and Mrs. Leonard Bailey, Lafayette, La.

Marion Dalton Green, Jr., born February 15, 1963, to Seafarer and 1 士

Russell Paylor, born February 12, 1963, to Seafarer and Mrs. Frank S. Paylor, Houston, Texas.

Eileen Reyes, born February 16, 1963, to Seafarer and Mrs. Carmelo Mary Ann Bramble, born Janu- Reyes, Brentwood, NY.

SEAFARERS in DRI

Seafarers are urged at all times when in port to visit their brother members and shipmates in the hospitals. Visit or write whenever you can, as you'll appreciate the same favor later when you may be laid up. The following is the latest available list of SIU men in the hospitals around the country:

USPHS HCSPITAL SEATTLE, WASHINGTON Couch Richard Shaffner Larry Couch C. Kelleher

USPHS HOSPITAL NORFOLK, VIRGINIA
Robert Atherton William Mason
Earl Congleton William Pierce Ollie Purdy McDonald Slade Robert Staplin Robert Godwin Lang Kelly Eugene Lane Wiley Stricklin

USPHS HOSPITAL GALVESTON, TEXAS ggan Allison Hebert Boyd William Hamlin S. E. Boggan Edward Boyd Isham Beard Leonard Martin Napoleon Blanchard Ebbie Markin Frank Cuellar Knute Olsen

Samuel Anderson Blair Allison Evit Andoin Charles Baker Rodney Bennett Joseph Boucher Louis Brown E Constantino Joseph Cueller Thurston Dingler Patrick Durkin Harry Emmett
Natale Favalora
Warren Federer
Wesley Fincannon
Eugene Gallasny Eugene Gallaspy Frank Halem Leo Hannon Richard Harris Albaro Hernander Richard Hufford Sidney Irby James Jackson Frank James Oscar Jones

Ralph Knott Charles Koch Steve Kolina

LaFleur

Hospital-Bound?

Bring Discharges

minded to bring their dis-

charges when they check into

stateside hospitals, so that eli-

gibility for SIU hospital bene-

fits can be readily established

and payments can be made

promptly. A number of in-

stances have been reported re-

cently, especially in the out-

ports, where Seararers in the

hospital have neglected to

bring sufficient proof of sea-

time with them, causing de-

lays in benefit payments.

Whenever possible, Seafarers

should have discharges avail-

able showing at least one

day's seatime in the last six

months plus 90 days in the

last calendar year.

Seafarers are again re-

Olvie Rushing John Rawza Joseph Springer Ivan Treiford Emanuel Vatis John Wayne USPHS HOSPITAL

NEW ORLEANS, LOUISIANA
el Anderson Robert Lowe
Allison Claude Marks
Andoin John Martello
es Baker Luther Mason Luther Mason
Anthony Maxwell
John McCaslin
Norman McDaniel
Arnold Midgett
John Mina
Rosindo Mora
Meivin Morton
James Moyles
Clifford Nickerson
James Ochlenslager
Billy Orbach
Harold Posey
Clifford Pressall Clifford Presnall Calvin Rome Aubry Sargent Clarence Scoper Wade Sexton William Simmons Clement Stann Richard Stewart Francis Stirk, Jr. Albert Stout Lucien Theriot Thomas Tighe, Jr. Robert Trippe Joseph Vanacor

Ernest Victor William Wade Lambert Waldrop James Walker

C. Grimes

Roy Washburn Howard Waters Roland Wilcox, Jr.

USPHS HOSPITAL
SAVANNAH, GEORGIA
laxter J. R. Miller
Foster E. Pridgeon
lain Jack O'Steen
frimes L. Win. Sigter Louis Baxter Malcolm Foster Leo Gillain

USPHS HOSPITAL SAN FRANCISCO, CALIF. Edward Atkins Robert Nielsen Harry Baum Arthur Caruso Frank Foster Jerome Pine Hubert Pousson Phillip Rogers Joseph Savoca George Wolf Franklin Haight Thomas Moriarity Bobie McMichael Raymond Nicholson

William Belifield Charles Burns Edward Richard Cornett Arthur Cox Austin Daniels Henry Davis, Jr. George Gass Eusebie Gherman Gorman Glaze Jose Lopez Peter Losado Salvator Messina John Murphy

USPHS HOSPITAL
BALTIMORE, MARYLAND
Belifield James Myers
Burns Richard Schwartz James Shipley Walter Sikorski James Stewart Paul Strickland Samuel Tate Joseph Taylor Alexander Timm
Alexander Timm
William Underwood
Stanley Vernuz
Clyde Ward
Calvin Williamson

VA HOSPITAL BALTIMORE, MARYLAND B. Kosmaczewski

USPHS HOSPITAL STATEN ISLAND, NEW YORK
bert Arnold
Burke
Cecil Leader
Sulo Lepisto
Ahmed Mehssin
James Murphy Ralph Caramante Raiph Caramante George Crabiree Estuardo Cuenca George Daniels James DeVito Carlos Diaz Nichiaos Dimitriou Adrian Duracher Marion Pedge Willie Edwards Frank Gallich Kwing Gee W. Grohulski Jerry Intonti

John O'Leary Metro Palubniak Fred Peterson Santos Pizarro Nilo Reitti Manuel Rial Chester Ro William Smothers William Vaughan Yu Song Yee

USPHS HOSPITAL FORT WORTH, TEXAS Leonard Higgans Thomas Lehay Arthur Madsen Warren Alderman Robert Banister Benjamin Deibler Abe Gordon Max Olson Charles Slater Willie Young

USPHS HOSPITAL MEMPHIS, TENNESSEE
William Roberta Willie Walker
SAILORS' SNUG HARBOR
STATEN ISLAND, NEW YORK
Alberto Gutlerrex William Kenny

VA HOSPITAL HOUSTON, TEXAS

PINE CREST HAVEN COVINGTON, LOUISIANA Frank Martin

US SOLDIERS' HOME WASHINGTON, DC William Thomson

USPHS HOSPITAL Charles Robinson Robert Davis Daniel Murphy Angelo Polatos Sherman Shumste

SIU \$ Brighten Day At Staten Island USPHS



Harry P. Ledbetter's temperature didn't change a degree as he received his weekly hospital benefit from SIU patrolman Lou lovino at the Staten Island Public Health Service hospital. Ledbetter's last ship was the Eagle Traveler (Sea Transport) in the steward department.



SIU trio (I-r) of John R. Burke, AB, off the Globe Progress (Ocean Cargo); Yu S. Yee, deck, Azalea City (Sea-Land) and Carlos Diaz, steward, Beatrice (Bull), all felt a lot better after Union patrolmen paid out weekly hospital benefits and visited Seafarers in drydock.



Seafarer James De Vito, FWT, was enjoying a fast game of solitare when SIU patrolmen came around to see him. De Vito got off the Robin Locksley (Robin Line) near Ascension Island with a ruptured appendix, and was flown in by the Army via Recife, Rio and Trinidad.

On Vacation? Drop A Line!



After dropping several lines and catching a load of kingfish, vacationing Seafarer Reino Pelaso (second from left) dropped a line to the LOG to tell everyone the fishing's fine. With him in Boynton Beach, Florida, are several exshipmates.

Titan Crew Reports -

'Lady' To Be Mother

The crew of the SIU-contracted Titan (Overseas Oil) is expecting a happy event soon.

Following up on his communication of a few weeks ago

(LOG, Feb. 8) about the Ti-+ female is expecting to be a mother any day now.

Everyone aboard is waiting expectantly, Fisher says, especially "Lady," who is very proud of the new role she is playing aboard the ship. "Titan," the expectant father, is spending all his time with her.

The only thing which ever keeps them apart are the ship's ladders. It seems "Lady" scrambles up and down them with no difficulty, but they give "Titan" the screeming meemies. He always knows where to find her again though, as she spends most of her time hanging around outside the messhall.

Fun Ashore

Speaking of the messhall, Fisher says that the Titan has a 3rd cook who really belongs on his job in the galley. His name is Kitchen.

The Titan is now at Chittagong, Pakistan, to unload 44,000 tons of grain for the Pakistani government. But before heading for Pakistan, she put in at Yokohama where the gang went ashore at 10 AM to

After spending the day on the

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.

tan's pet doberman pinschers, town some of the guys decided to ship's reporter James M. have a swimming and diving con-"Red" Fisher, Jr. writes that the test before they returned to the ship. They enjoyed the swim well enough, but unfortunately had to disqualify one shipmate from the diving contest. Seems he's a pretty hefty fellow and just couldn't get all of himself under the water at one time.

> He did have the advantage, however, of being able to float on his back indefinitely with no effort, until he finally got tired of the

> The gang had so much fun in Yokohama that the launch which was supposed to leave for the ship at 1 PM had to leave at 3 PM instead. The captain played the Good Samaritan and helped round the boys up finally.

LOG-A-RHYTHM:

Navy Boys

By ROY L. HINSON

A rainbow around earth's shoulder, To the borders of Mexico. Encamped are the soldiers, Which help make up the show.

Soldiers moving like a flood, Comrades as one man. Wallowing in their own blood; Wounded in the sand.

Hear the angry voices; The Nany's on the way. Boys who are our choices, Are coming home to stay.

From the Ships at Sea

Taking pictures aboard the Eagle Traveler (Sea Transport) has been "verboten" for some time now, so the crew expressed its feelings in a few well-chosen words at a recent ship's meeting. It all started, ship's delegate J. J. Doyle reports, when the mate began doing the sailors' work. The ship's reporter took a picture while the mate was working, but the captain promptly barred the reporter from taking pictures without permission. Things have now gotten to the point where no one can take pictures anymore, the crew reports.

A welfare fund for crippled children will be the fortunate recipient of the ship's fund from the Pennmar (Calmar) if the ship is laid up, according to James Pat Conley, ship's delegate. The crew decided on this in advance, so the fund will go to a worthy cause.

* * * At a regular ship's meeting aboard the Baltimore (Cities Service), the crewmembers discussed problems they are having with the glass dishes in the crew mess. A change of dishes is felt in order as the glass ones have been known to break during meals and several men have been cut. The Baltimore crew also discussed overtime, and expressed the view that cleaning black oil spill on tankers should be considered overtime. A motion on this was made and carried unanimously, ship's delegate Billy G. Edelmon reports.

The SIU crew of the Frank Haskett (Marine Carriers) goes on record through the LOG as being





in favor of a motion made at a recent Houston membership meeting that a monthly payoff on all til about 2 AM.

coastwise tankers should be written into the contract. Ship's delegate Ken Kristensen forwarded the crew's opinion for publication.

* * * Following up his report fire February 3 aboard the Bridgehampton (Bull), ship's meeting secretary Jack Dolan pins the "hero ship's fund when he quit the vesheight of the blaze, Pons donned they didn't even know existed. the gas-fighting equipment and made several trips into the number two cargo hold to locate the core blaze and tons of water finally put Del Valle (Delta) decided at a re- ship.

Chairman, Joseph Shear Sacretary, E. C. Davidson. Ship's delegate resigned. Discussion on lack of popular brands of cigarettes, travelers checks and draws. Master insists on signing the travelers checks, making it difficult for men to get them cashed.

SEATRAIN LOUISIANA (Seafrain), Dec. 17—Chairman, L. Dunkins; Sec-retary, R. Mutchins. No beefs reported by department delegates. Fred L. Travis elected to serve as ship's delegate, Vote of thanks to steward department for a good job.

BEAUREGARD (Sea-Land), Dec. 15
—Chairman, H. Libby; Secretary, L.
Covette. Ship's delegate resigned and
new delegate elected. Darmeyer, Vote

DIGEST of SIU SHIP MEETINGS

of thanks to former ship's delegate and to steward department. No beefs reported.

TRANS-ERIE (Hudson Waterway), Oct. 28—Chairman, L. P. Hagmann; Secretary, L. Schmidt. No beefs re-ported. Charles C. Fritz was elected ship's delegate. Vote of thanks to H. Higginbothum for cooperation given at Seattle in storing ship.

STEEL ADMIRAL (Isthmien), Dec. 7—Chairman, Daniel Dean; Secretary, F. C. Boyles, No beefs at present. \$9.25 in ship's fund. Discussion on draws. Crew wants to go according to Union agreement with draw every five days.

ARIZPA (Waterman), Dec. 11—Chairman, E. DeAngelo; Secretary, C. Garner. Ship's delegate reported one man left in hospital at Casablanca. Vote of thanks to steward department for a job well done. No mail or LOGs received from headquarters this voyage. Motion made to have LOGs sent to all seamen's clubs in foreign ports. Motion to see Captain regarding money on board for draws.

PENN CHALLENGER (Penn Tankers), Nov. 20—Chairman, B. M. Moyer Secretary, C. B. Brown. No beets re-ported by department delegates.

OVERSEAS ROSE (Maritime), Oct. 4
—Chairman, Carl Gibbs: Secretary,
Louis Fernandez. Crew asked to keep
doors locked while the ship is in a
foreign port. No beefs reported by

department delegates,
SEAMAR (Celmar), Nov. 17—Chairmen, Al Szmir; Secretary, Edwin Felker. Ship's delegate requested crew
to take beefs to the department delegates and not topside. 87.50 in ship's
fund. Motion to have delegates see
patrolman at payoff regarding painting of rooms.

SEATRAIN SAVANNAH (Seatrain), Nov. 25—Chairman, Raiph Hernand, Secretary, A. L. Dunn. Beef in deck department from last trip was settled. Motion to hold more safety meetings. Vote of thanks to steward depart-

CANTIGNY (Cities Service), Nov. 22
—Chairman, Thomas E. Frasier; Secretary, Floyd Jenkins. Ship's delegate Hayes resigned and given a vote of thanks. Floyd Jenkins elected to serve in his place. No major beefs reported by department delegates.

SEATRAIN LOUISIANA (Seatrain), Nov. 17—Chairman, Ben Pritchin; Secretary, McConley Jarrell, Two men missed ship. Disputed OT to be taken up with patrolman. \$103.60 owed on cooler and \$24.85 left on hand in ship's treasury. Vote of thanks to deck engineer and electrician for fixing TV.

ALCOA PIONEER (Alcoa), Nov. 17-ALCOA PIONEER (Alcoa), Nov. 17—Chairman, A. Nash; Secretary, J. Davil. No beefs reported. \$40.00 in ship's fund. Two men hospitalized, one in Cadiz. Spain, and one at Aden. Motion to see that new washing machine is put aboard before new crew signs on. Discussion to be held with patrolman in regard to converting hospital into baker's room and moving hospital topside. Vote of thanks given to the steward department. to the steward department.

PRODUCER (Marine Carriers), Oct. 21—Chairman, P. Fox; Secretary, P. Johnson, One man missed ship and rejoined again in Trinidad. \$1.39 in ship's fund, Motion made that next crew should not sign on until exhaust blower and larger fans are installed in crew quarters. Ship needs to be fumigated. Treatment to sick men on ship and ashore is unsatisfactory to crew.

SANTORE (Marven), Nov. 11—Chairman, Bob High; Secretary, D. M. Woods. Motion made to have fresh water line put out on deck for the workmen in India so they won't be in the crew's passageways. Crew requested not to go into night pantry improperly dressed.

PETROCHEM (Valentine), Oct. 28— Chairman, B. C. Crawford: Secretary, J. W. White. \$10.30 in ship's fund. One man missed ship in Houston, Willam House elected to serve as ship's delegate. Vote of thanks to W. Manuel, retiring ship's delegate, for a job well done.

it out. A fire watch was maintained for several days afterward, Dolan also writes, but quick and efficient work by the SIU crew prevented 'serious injury. The only casualty was the chief mate who fell on the slippery deck and injured his right hand.

The Bridgehampton crew also gives a vote of thanks to the steward who stood by all night in the galley to feed the men engaged in fighting the fire. Gallons of his fine coffee helped keep the firefighters alert all night, Dolan reports. The fire was discovered during the afternoon and burned throughout the day and night un-

1 1

On the Alcoa Pioneer, the crew is grateful to Seafarer Jack Magginness for unexpectedly swelling the ship's fund not long ago. Ship's treasurer on the Pior previous voyage, Magginness forgot to leave the remainder of the

cent ship's meeting to keep them locked up when the ship docks at ports outside the US, delegate Arthur R. Rudnicki informed the LOG. This seems to be the only way to keep them from disappear-

Chief steward Juan Relnosa of the Steel Advocate (Isthmian) has

come to the aid of his department with a systematized listing of a normal day's work for members of the steward department. The list, he feels, will help to make their





Rudnicki

of the day" award on Seafarer sel. When he mailed the fund jobs easier and to provide better Tom Pons, ship's delegate. At the back, all hands inherited a bonanza service for the entire crew. Making use of Reinosa's long experience in the service of food and on mat-American magazines seem to be ters of sanitation and hygiene, the getting very popular in foreign list includes a detailed rundown of the fire. All available fire ports. They are getting so popu- of each man's duties as he goes hoses were then directed into the lar, in fact, that the crew of the through his working day aboard









What's For Lunch, Fellas?



Soup's on for the gang on the Steel Designer (Isthmian). Pantryman Angel Rojas ladles it out for Donald Keith, messman. An unidentified onlooker (right) peers in to check on the menu.



Lunchtime aboard the Mankato Victory finds chief cook Anthony Schiavone keeping a careful eye on the gravy as pantryman Regino Vasquez looks on. The Mankato was in New York briefly before heading out again for the West Coast and the Far East.

Voyage On SIU Ship Spurs Raves For Crew

Nothing but praise for the SIU crew of the Steel Worker (Isthmian) comes from a former shipmate, Larry Schechter, a member of the Marine Firemen's Union on the West Coast.

Schechter calls the Worker's SIU crew "the nicest group of gang singing carols. Larry Keenan men anybody would want to and a "quartet" sang "My Wild Irish Rose" for the boys, and Pete, sail with."

He recalls with special fondness the Christmas he spent aboard the



Movall



Briggs

ship. Chief Steward Leo Movall put himself out to make the day one of the most joyous and merry ones he could remember. Others praised for their fine Yuletide preparations were chief cook H. Fuentes, as well as J. Boyca, A. Minors, L. Talbert and Lou Koan, who were also in the galley force. They all outdid themselves to produce a delicious spread, Schechter

The holiday party was apparently enlivened by Bill Briggs and his group of men."

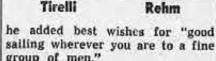
the wiper, kept the party laughing with his jokes not only on Christmas Day but all through the trip.

His ability to handle things in a businesslike manner was called a special distinguishing mark of ship's delegate Ed "Chips" Tirelli. Engine delegate A. Rehm also straightened things out in a hurry while the ship was still in port and fumes from the acetylene tanks began to get at the men, Schechter declared.

To all his former SIU crewmates,



Tirelli



Log-A-Rhythm

Wife's Prayer

look at the stars in their silvery

And I know that they shine on the sea.

I know that they shine over harbor and waves, Wherever your ship may be.

So I ask them to carry my message to God.

And to summon a special star, To serve as "on watch" over the

Where you and your vessel are. My prayer to God is a prayer for

His love to you may abound. That your trailers may go wherever they're due,

And your ship may never go down.

That the dawn will come with a golden sun,

On a calm and gentle sea. And nothing will happen to inter-

With your coming home to me. Don't emulate the billygoat.

And I pray that when your work is done.

On the aft crane and the fore, That you may glance back and say "I've won!"

And never go back any more.

The Vote

By Paul J. Capo

The working man who fails to vote, Is like the hapless billygoat; He butts his head against the wall, And finds he gets nowhere at

But he who votes on Election Day, Is helping all to higher pay;

To civil rights, to better schools, To steady jobs with better tools. To lower prices, friendly cops,

To steady markets for the crops, To taxes based on who can pay, To better pensions for the gray.

To low-cost homes and doctor's сате,

To peace which everyone can share. So listen, brothers, get out and

vote!

To A Poet

By C. L. Cousins

(A memorial to the late Robert Frost)

No more there walks a minstrel in the land.

Who with his poems needed not a lute of strings

To play a fanfare to the simple

With which he fashioned plowshares out of swords.

It is sad to miss the magic in his

Whose talent was to soothe the human heart.

To whom honors came well past his

He made you want to laugh and cry at the same time.

Gone to intercede in our behalf, Is he who made the Russians laugh.

To coax the Almighty from above, To reign supreme once more, And flood the world with love.

Widow Thankful For SIU Assist

To the Editor:

I want to thank the SIU organization for its fine cooperation and the help which was given to me during the unfortunate death of my husband, SIU tugman John H. Mister.

I would also like to thank the men in the Baltimore area for all the help and aid they had given me during my husband's illness and on his death.

I also want to send my special thanks to the men who donated blood when it was needed. I wish I could thank them in person but that would be too hard to do, so through your fine paper I hope the message will get

In behalf of my two children and myself, once again a heartfelt thank you to all of you in

Mrs. John Mister

Steel Rover Crew Kindness Lauded

To the Editor:

I would like to take this means of expressing my heartfelt gratitude to the crew of the Steel Rover of which I am proud to be a member.

My mother passed away on Saturday, February 16, and, without a moment of hesitation.

the men I am proud to call shipmates took up a collection and

I have only been aboard this vessel 21 days, but the friendship shown me in my loss seemed life-long. I hope you can print this to let the whole membership know what a darn nice crew there is on this ship, I'll be ever grateful to them for that wonderful gesture.

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

More Emphasis Urged On Voting

To the Editor:

I have sent in a poem to the LOG urging our members and their families to vote. It seems to me that eligible voters in our Union have been neglecting to register to exercise their voting privileges.

Many men do not realize when election time comes around how many labor supported candidates are never

elected to office due to the fact that union members are not registered to vote in city, state and Federal elections.

I think it would be a good idea for the SIU to urge all of our seafaring brothers to register so that our labor movement can easily tackle the problems which we face in this changing world.

Paul J. Capo (Ed. note: Brother Capo's poetry contribution appears

SIU Pensioner Corrects Record

To the Editor:

In the February 22 issue of the LOG, there was an item about me going on an SIU pension, but some of the information was not correct.

The business about me living with my sister was really off base, because I'm living with my wife in Baltimore. I don't know how this information was obtained, and would appreciate

a correction in the LOG. Edgar Marquardt (Ed note: The LOG owes its apologies to Brother Marquardt and especially to Mrs. Marquardt, since union records checked at the time aid not show he was married, but lived at the same address as his sister.)

A Seafarer's Family In San Juan







Pictured above are the children of Seafarer Ernesto F. Martinez-Ernesto Jr., 21; Georgina, 9, and Raymond, 11. Martinez has sailed with the SIU since 1944 in the steward department and makes his home in San Juan, Puerto Rico, with his wife Georgina and family.

Schedule Of SIU Meetings

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

New York April 8 Houston April 15 Philadelphia April 9 New Orleans April 16 Mobile April 17

West Coast SIU Meetings

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

The schedule is as follows:

Wilmington	San Francisco	Seattle
April 22	April 24	March 22 April 26
May 20	May 22	May 24
June 17	June 19	June 21

Anti-Strike Proposal Bypasses Issues-SIU

(Continued from page 3) tion of the American merchant marine," Hall said.

He suggested seven areas in which Congress and the Administration might act outside the area of collective bargaining, to effect an improvement in the merchant marine and to improve the atmosphere surrounding labor negotia-

Specifically, he urged revisions of the 1936 Merchant Marine Act so its construction and operating subsidies reflect "the changing pattern of US foreign commerce since the 1930s," and revamping of the subsidy program to "encourage management efficiency and initiative and develop trades and cargo shipments that are truly important to this nation." He also urged ac-

SIU HALL DIRECTORY

SIU Atlantic, Gulf Lakes & Inland Waters District

PRESIDENT Paul Hall EXECUTIVE VICE-PRESIDENT
Cal Tanner

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SANTURCE PR 1313 Fernandez Juncos. Stop 20 Keith Terpe. Hq. Rep. Phone 723-0003 SEATTLE 2505 1st Ave Ted Bahkowski, Agent MAin 3-4334 TAMPA ... 312 Barrison St. Jeff Gillette, Agent 229-2788 the following are being held by George McCariney, Agent Terminal 4-2528 Jack Lynch, Room 201, SUP Build- Oscar Blain, Thad DeLoach, Steve bino, c/o Howard, 1724 Church possible.

Income tax refund checks for Russell E. Lund would like to get in touch with Oscar Sorenson. You are asked to contact Bomum, Arosa, Switzerland, as soon as Discourage of the following are being held by George McCariney, Agent Terminal 4-2528 Jack Lynch, Room 201, SUP Build- Oscar Blain, Thad DeLoach, Steve bino, c/o Howard, 1724 Church possible.

strengthen and improve the condi- the viewpoints and problems of domestic waterborne commerce are represented and the agency is no longer "a rubber stamp for railroad rate-cutting practices."

The SIU president also proposed that all Government agencies be required to fully enforce the Cargo Preference Act, that US-flag tankers haul at least 50 percent of this country's oil imports, that Government competition with US private shipping, as in MSTS, be eliminated, and that the tax loopholes "which provide the greatest incentive for shipowners to register their vessels under runaway flags be closed."

In the course of the hearings conducted by the Committee, which has allotted approximately three weeks for this purpose, it has been hearing the positions of the various segments of maritime labor and management. Five subsidized ship operators testified in favor of the compulsory arbitration procedure, while the American Maritime Association testified on behalf of its non-subsidized members that it was opposed to the bill. Government spokesmen will testify in the next few days.

PERSONALS and NOTICES

G. Williams

You are asked to get in touch with Bod Franklin as soon as pos

> 1 1 1 Don Sutphin

Larry S. wants you to write him as soon as you can to his San Francisco address.

> * * Arthur Beck

Contact Judge Freiburgh, 320 Broadway, New York, NY, or Juan M. Soto, 108 Baltic St., Brooklyn, NY, regarding an important legal

> Ake Anderson Ex-SS Steel Designer

Viggo Sorensen would like to have your address. Write him c/o SIU, 505 Marine Ave., Wilmington,

Hugh Higginbotham

You are asked to get in touch with Emilio Rodriguez, 109 Jefferson St., Newark, NJ.

* * * Tax Refunds

U BULLETIN BOARD

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

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

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

Max Harrison, Chairman, Seafarers Appeals Board 17 Battery Place, Suite 1630, New York 4, NY Also notify SIU President Paul Hall at Union headquarters by certified mail, return receipt requested. Full copies of contracts as referred to are svailable to you at all times, either by writing directly to the Union or to the Seaferers Appeals Board,

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

EDITORIAL POLICY--SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960 meetings in mll 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 circuestance 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 OBJIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify SIU President Paul Hall by certified mail, return receipt requested.

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

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

ing, San Francisco 5, Calif.: dersen, Marvin E. Satchell, Leo side Drive, Sonoma, Calif.

Joseph H. Camp, John J. Doyle, other former shipmates, who are possible. Ernest H. Johnson, Jorgen G. Pe- asked to write him at 18084 River-

* * * Jimmy (Horse) O'Hara

Bregeria, Robert Rivera and any | Ave., Brooklyn, NY, as soon as

Mathew Gichenko

The above-named or anyone knowing his whereabouts is asked

Ship Study Set By Senate Group

WASHINGTON-A new review of the American merchant fleet in line with US tactical needs will be made this year by the Senate Commerce Committee, while a separate study

that began two years ago under the auspices of the Sec- Committee of various fields, inretary of Commerce is still officially under wraps.

An advisory report to Commerce Secretary Luther H. Hodges by the Maritime Evaluation Committee was submitted some time in February, but has not yet been made public. Hodges has previously stated that the committee's hard look at the maritime industry was delving into some of the "toughest" problems facing the Admin-

in 1961. In reviewing the many problems of the maritime industry, the committee was presented a variety of proposals, including a long-range maritime program drafted by the AFL-CIO Maritime Trades De-

istration. The study began early

partment. Reporting on new plans to investigate maritime matters, Sen. Warren G. Magnuson (D.-Wash.), chairman of the Senate Committee on Commerce and its maritime subcommittee, indicated last week there was still a need for a "comprehensive review of the dimensions an American-flag fleet should take for strategic adequacy." He said that the Senate group had not

Sen. Magnuson declared that the peacetime function of the maritime industry also represents a fundamental question of adequacy, but said that there will not be an opportunity to fully probe this area. The Senate last week authorized studies by the Commerce

conducted such a study since 1950.

See Merger Of Japanese Ship Lines

TOKYO - Japanese shipping lines are moving toward consolidation of major lines and integration of as many as 30 different shipping enterprises in various economy groupings.

The government's Transportation Ministry, banks and the lines themselves are working out arrrangements to set up groups that would operate at least one million tons each under joint agency agreements. One plan indicated that each group would have one major shipyard facility for its own vessels and use a single agency on each major route.

It was also said that the combined operation would work through commodity tie-ins so that cargo tonnage sources would be allocated to each group. Mitsubishi Shipping Company and Nippon Yusen Kaisha (NYK Line) are expected to lead the merger trend.

The All-Japan Shipping Labor Union Federation has urged that the proposed integration not be put into force at the expense of the companies' workers, who have asked to sit in on the merger talks.

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.

cluding maritime, and granted a sum of \$330,000 for this purpose.

Almost a year ago, in his transportation message to Congress last April, the President had asked Sec. Hodges to undertake a comprehensive transportation research program, including developments in technology that could be applied as rapidly as possible to shipping. He came back last month with a request that Congress appropriate \$1.2 million to enable the Secretary to begin the study.

What effect the recommendations of the Maritime Evaluation Committee will have on the broad tion study, if any, is not yet clear. assist in raising survivors from Japan and received a message that vivors, however.

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION . ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT . AFL-CIG

MA Cites Titan Seafarers For 1961 Pacific Rescue

Two Seafarers have been nominated to receive Merchant Marine Meritorious Service Medals for bravery and seamanship during the rescue of survivors of a Chinese vessel by the SIU-contracted Titan (Overseas Oil) in December, 1961. Eleven other SIU crewmen have

been proposed to receive let-

stated.

and John W. Mullin, both ABs, for their action commendations. in descending a

Combined One, rescue are Seafarers Ray Pappan. the Maritime Ad- bosun; Charles L. Dandridge, Lloyd DMs; O. B. D. Thompson, John B. The proposed Gardner, Jr., Gene A. Paschall and medals would go Alfred F. Wright, ABs; and Jacques to Seafarers Hor- B. Michell, B. L. Keenan and Anace S. Sikes, Jr. drew Cook, ordinary seamen.

Several of the mates and the radio operator are also in line for

the Chinese vessel had gone down. their role during the rescue | Slated for letters of commenda- Although she was about 18 hours involving a vessel known as the tion for their part in the difficult sailing time from the estimated point of the sinking, the Titan was the nearest ship to the scene and ministration J. Thomas and George L. Balls, headed for the spot immediately, fighting bad weather all the way.

Bravery Recalled

When she arrived, heavy seas made the search and rescue doubly difficult, but the bravery and seamanship displayed by her SIU crew made possible the rescue of several of the shipwrecked men, ac-The rescue occured in the Pacific cording to Maritime. A long search Commerce Department transporta- Jacob's ladder in heavy seas to while the Titan was on her way to produced no sign of other sur-

NEW LOOK



Terril Lee Raseley, Lenwood Wilson and Odd Olsen get instruction from SIU bosun Arne Bjornsson on use of sea-painter, during an early classroom session.



Blackboard Illustration on use of seaanchor prepares group for workout in the water where classroom lessons are applied.

FOR



Display of survival equipment, food and water rations stored in lifeboat for emergencies is examined by Seafarer T. L. Raseley.

SIU SCHOOL



Instructor Arne Bjornsson explains parts of sail and mast, and how to use them, with M. H. Trulock, J. R. Roman, T. L. Raseley, F. Ferrara, M. O. Minderman and O. Olsen looking on.



Dry run in rigging loft shows Fred Ferrara handling the sweep oar (standing, in boat) and SIU bosun Dan Butts (outside boat) giving commands. Over 950/o of SIU lifeboat classes have passed Coast Guard test.

Located in revamped rigging loft near SIU headquarters, SIU lifeboat school offers classroom and water instruction preparing Seafarers in all departments to take Coast Guard exam for lifeboat ticket.