



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 ten-month 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

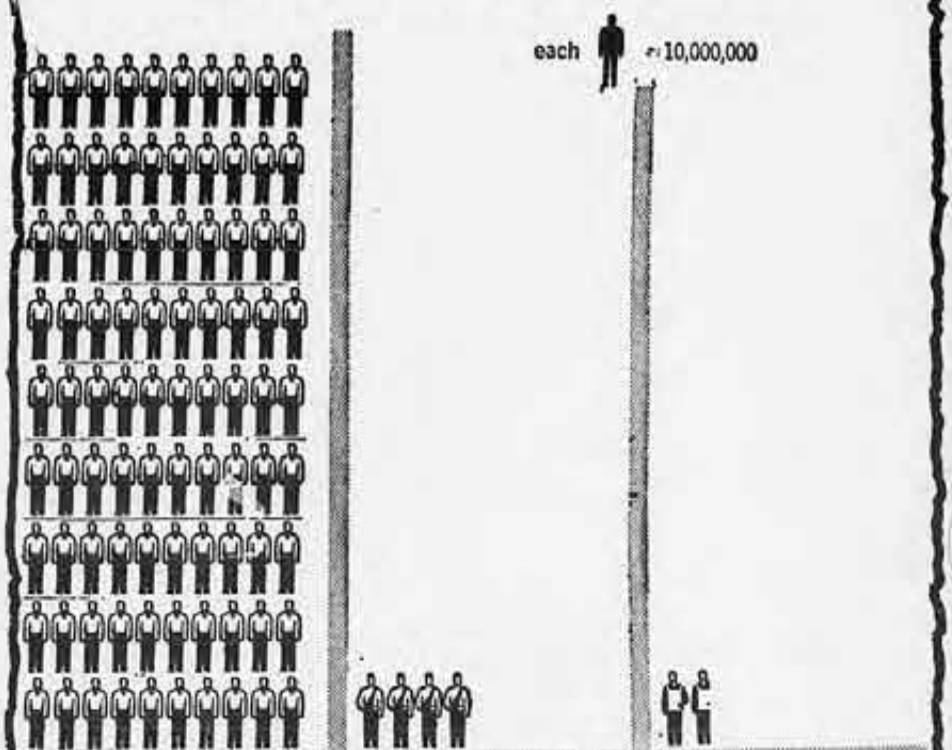
Full Text of SIU-MTD Statement
In Centerfold

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SIU Ships Score On Safety Front

—Stories On Pages 3, 5, 16

The Phony 'Labor Crisis'



UNEMPLOYMENT	ON-JOB INJURIES	STRIKES & LOCKOUTS
900 MILLION	40 MILLION	19 MILLION
man-days lost	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 lockouts 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 service under a trusteeship arrangement. Sixteen of the vessels involved are laid up in American and foreign ports.

At the same time, SIU protest picketing against several foreign-flag 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 in 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

in on some of the talks because of Federally-insured mortgages on several vessels. It took action two weeks ago to freeze all Kulukundis assets, including realty holdings.

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 foreign-flag ships to enter the 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.



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 here this week, following a similar ruling at Seattle on 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 picketing rights preserved intact, the SIU removed its lines on all three

ships to aid arrangements being made to get the American-flag Kulukundis 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 by 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 sailed without cargo and one in Tampa shifted to another port.

Met by SIU officials as they arrived at Idlewild from overseas, (above, left) 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.

ILA Names Scotto V-P

BALTIMORE—The International Longshoremen's Association has named **Anthony Scotto** of Brooklyn as the union's newest vice-president, 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 vice-president 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 president of the Maritime Port Council of Greater New York Harbor.

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.

The SIU president stated that as a trade unionist representing workers with 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-

sory arbitration would destroy the basic right to bargain freely—a right which is established and protected under laws passed by 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 SIU spokesman recalled that

the Bonner committee had issued a report in 1956 in which it noted that the industry was "sick" but concluded that its weaknesses were "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 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 Company.

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

the following "as 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":

- Use of the runaway-flag device by American shipping interests.
- Ineffective application of subsidies in light of the changed character of trade patterns.
- 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 ICC-railroad manipulations against 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)

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 August.

The NLRB upheld the union's charge that the employer's anti-union acts during the course of the drive last year had interfered 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.

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.

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 award. The citation is expected 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

an hour until the boat went down. Once the Coast Guard at New Orleans was notified, the Alcoa vessel continued on to Mobile with the five men aboard. One of the rescued survivors said, "You'll never know how relieved we were when we saw your ship alter course."

The skipper, Capt. John E. Tonningsen, Joseph M. Churka, chief mate, and Joe Ellis, 3rd mate, were also named for their special role in the search and rescue. Besides the Puritan, five vessels in other categories received honors and awards for outstanding 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 guests of President Kennedy. Facing camera (l-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.

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THE INQUIRING SEAFARER

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

Walter Karczewski: I like to hunt and fish a lot, so I guess I'd get in my car, travel around and catch 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.



David Edwards: I'm away from my family a lot, so if I had a year off I'd spend it with them and try to make up for a lot of lost time. I'm sort of a 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 busy.



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.



Toivo Salo: I'd go and spend the year in Spain because that's where there are 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.



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 thought of doing anything else as a steady thing.



Sidney Garner: I'd keep on sailing 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 seaman whose whole life centered around a ship.



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.
Try to avoid falling asleep in the same position all the time. Those who feel they can't go to sleep unless they are in one position may find they have a postural defect, such as a high hip, a low shoulder or an arched back because 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

more than a third of all accidental deaths occur in the home. Learn and live.

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

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 union clampdown on foreign 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

from Italian companies and two from Belgian operators.

Earlier, the Russians had made 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.

Six more ships were added to the list last week, including two British vessels, and one each from Poland, Yugoslavia, Norway and 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-

way and Poland, two from Yugoslavia and one each from Japan, 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 not regarded with much favor, since this would put the US in the same position as the United Arab 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 traded with Israel in the past.

Air Force Lauds Gulf Sea Rescue

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

Enroute from Texas with a cargo of oil for Norfolk, the Transhatteras received a Coast Guard request to look for an Air Force pilot who had crashed into 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 Defense Sector.

Canada SIU Cites Bias As Lakes Hearing Ends

OTTAWA—Charging that "no useful purpose" could be served by further union participation in the inquiry carried out since August on its dispute with the Upper Lakes Shipping Company, the SIU of Canada withdrew from the hearing on March 12, a few days before the inquiry came to a close at its 107th session last 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 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 1 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 rank-and-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

bargaining relationship with the SIU, broke its contract, locked out some 300 crewmembers on its vessels and began recruiting crewmen through a puppet organization, the Canadian Maritime Union.

Throughout the hearing, the SIU has held to the position that the dispute was part of a conspiracy 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.

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, Dies At 64

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, McDevitt 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 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 In Congress

WASHINGTON — A Steering Committee representing Congressmen from five Southern states with 16 ports on the Gulf has been formed to seek more equitable arrangements on movement of deep-sea 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.

An announcement by the Gulf ports group said that if all transport costs are considered, the Gulf 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 small pox, a highly-contagious and dangerous disease. This is a safeguard to protect a possible error in the original diagnosis.

The Surgeon General further proposes to substitute "hemolytic streptococcal infections" for "scarlet fever" and "streptococcal 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 anthrax, chickenpox, diphtheria, 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 On 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. The charges were backed by the AFL-CIO Maritime Trades Department.

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 the new all-rail rate "a transparent maneuver to eliminate competition of intercoastal shipping . . . (which) . . . could lead to the destruction of the domestic American shipping industry . . . and the loss of thousands of jobs of American 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-

lates not only national transportation laws but the national transportation policy which bids the ICC to protect domestic transportation of all types from discriminatory rate practices.

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

By Sidney Margolius

Drug Law Can Save You \$; 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 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.

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-

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Why Not Serve 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 thoroughly 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.)



SS Hope Is Home Again



Back in New York on March 11 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 (l-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 Alcoa Mariner, replacement ship for the Alcoa Planter which was destroyed by fire in Germany, left the Bethlehem Shipyard here for Baltimore—her first stop on a planned 'round-the-world run.

Japan is the first offshore stop 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 head 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-

vented serious injury during the fire, which caused extensive damage 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 eliminate the chance of the ship sailing shorthanded.

Gov't Eyes Cut In Transport Aid

US 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 restricts competition, protects

job rights, improves service 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 subsidies." Taken together, the questions 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 areas against the trend to such

mergers, particularly in the railroad field. The SIU Railway Marine Region and other unions in the Railway Labor Executives Association are protesting a merger application by the New York Central and the 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, NY-Chicago-St. Louis (Nickel

Plate) and the Wabash into one consolidated operation.

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 slowly, it can be replenished regularly in the same manner as mentioned before.

Another method of inflating the shirt while wearing it in the water is to button all buttons except the second one from the top. Pull the shirt out of the trousers, submerge in a face downward float and exhale into the opening of the shirt. This will inflate the back and shoulders.

Trousers can be inflated while you are wearing them with the same splashing technique. Lie on your back in the water, flex one knee holding the cuff away from the shin at the ankle and splash down and under the cuff. The air thus released will become trapped in the trouser leg over the knee. To maintain your balance in the 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

head by the waist as you jump. The plunge will inflate it. As soon as you hit the water pull the waist below the surface to retain the air. You can then support yourself by hanging one or both arms over the V of the trouser legs. The shirt, once removed, can be used in the same manner although it does not hold as much air.

One point to remember when you have to use any of these makeshift devices is to keep as much of your body under water as possible. The more you're under water, the more natural buoyancy you have and the less weight your life preserver will have to carry.

If you can't use your clothing to help you float don't pass up anything. A floating oar, crate or even a metal pail will help keep you afloat.

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

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 SIU-manned 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 ago.

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, and the Del Norte, which sailed from New Orleans on February 11, changed course to Ponce, Puerto Rico, due to his illness. He died, however, before the ship could reach port.

Dr. Bethea had become very fond of the sea, and he had requested that he be buried at sea.

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

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Five SIU Oldtimers Retire On Pensions



Freund 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 on pensions this year to eighteen.

The newest group of pensioners includes Fructuoso Camacho, 44; Albert Freund, 68; John Maasik, 61; Lindley R. MacDonald, 66; Louis Suslovitz, 64.

Completing more than 20 years of seafaring, 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

Nova Scotia, he also completed nearly 40 years on the high seas last July, when he paid off the Orion Planet (Colonial). He and his wife, Lois, call Boston their permanent home.

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 REPORT

Joseph Volplan, 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 scare 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 revenues."

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 supplementing 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 well-documented 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 nursing homes.

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 a 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 Off Japan

TOKYO—The SIU crewed super-tanker Orion Comet (Orion Shipping & 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 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 immediately bringing the matter to the attention of the President's office.

DIGEST OF SIU MEMBERSHIP MEETINGS

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

HOUSTON, Feb. 11—Chairman, Lindsey Williams; Secretary, Paul Drazak; 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-Treasurer's reports for January carried. Report of appeals committee regarding John Cole was presented. Auditor's report accepted. Total present: 580.

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 resolution concerning dues payments during strikes. Motion under new business regarding reopening of union contracts was rejected after discussion. Total present: 610.

MOBILE, Feb. 13—Chairman, Lindsey Williams; Secretary, 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, I.A. strike, organizing and negotiations 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 coastwise trips ships be requested to pay off at least once every 60 days. Total present: 189.

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 sentence. Finally, mandatory arbitration—which nobody really wants—has 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 timber-cutting 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

at one of the big companies, Abitibi Power and Paper Co. Ltd., but when it attempted to apply the Abitibi pattern at Spruce Falls and Kimberly-Clark, it ran into a roadblock. 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

they had been told the independents were unarmed, but after the shooting a small-sized arsenal including rifles, shotguns and a revolver was seized by police.

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



AFL-CIO COMMITTEE ON POLITICAL EDUCATION

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 Senate-passed bill and voted to postpone its consideration indefinitely. The House later recessed briefly and on reconvening nalled down the decision by defeating a motion for reconsideration.

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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 WCRW 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."

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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

Agreements have been reached between locals of the United Auto Workers in four states and the Martin Marietta Company granting workers at missile sites new three-year contracts calling for hourly wage increases of 5 to 25 cents plus improvements in vacations, holidays, sick leave, health insurance and other benefits

Completing a marathon bargaining session of 24 straight hours, representatives of 24,000 members of the Communications Workers of America have won a new agreement from the NY Telephone Company which wipes out inequities built up over the years. The pact calls for a wage increase of from \$2 to \$7 weekly for an average 17.7-cent per hour raise, top craft salaries of \$143.50 and other benefits.

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Winning new two-year pacts after bargaining with 60 employers, New York and New England locals of the Shoe Workers of America will receive a general increase of five cents hourly, improved vacation pay, hospital and medical benefits and a higher minimum pay rate. A hike in the maximum pension benefit to \$40 a month was also obtained from all companies after one firm was struck The California Su-

preme Court has declared in favor of a Los Angeles local of the International Chemical Workers Union granting "replaced" strikers jobless benefits. Reversing a lower court ruling refusing unemployment insurance to striking workers of the Ruberoid Company, the court held that those forced out of work became eligible for benefits when the company replaced them with other workers.

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Pledging no strikes for the duration of the 1964 New York World's Fair and related construction, locals of the Electrical Workers, Sheet Metal Workers and Painters in NY have received a no-lockout guarantee from 71 employers represented by the Electrical Sign Board of New York. The unions and the employers adopted the same procedures in effect at the Fair for the building and construction industry Leading the way in bringing more white collar workers into the labor movement, the Office Employees International Union scored 26 wins in National Labor Relations Board representation voting, in the clerical, technical sales and professional employee fields last year. AFL-CIO unions in the office field scored victories in almost 60% of the contests in which they participated.

'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 wage-earners, 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.

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'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 Metropolitan State Hospital in Massachusetts on July 9, 1962. He joined the SIU in 1947 and shipped in the engine department. A daughter, Joanne C. Aplin, of Ithaca, NY, survives. Burial was at Walnut Grove Cemetery, Dannes, Mass. Total benefits: \$500.



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 Gonzalez 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 SIU in 1942. Surviving is his wife, Carmen Gonzalez, of the



Bronx, NY. Burial was at St. Raymond's Cemetery in the Bronx. 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, of Houston, Texas, survives. Burial was at Washing-



ton Cemetery, Houston. Total benefits: \$4,000.

John J. Harrison, 41: Intestinal bleeding was fatal to Brother Harrison 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 Cemetery, Windsor, NC. Total benefits: \$500.



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, Texas.

Murch Carroll, Jr., born February 1, 1963, to Seafarer and Mrs. Murch Carroll, Baltimore, Maryland.

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 R. Talbot, Houston, Texas.

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. Milton E. Webster, Mountlake Terrace, Wash.

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

Mary Ann Bramble, born Janu-

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

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.

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, Texas.

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

Marion Dalton Green, Jr., born February 15, 1963, to Seafarer and Mrs. Marion D. Green, Mobile, Ala.

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

Eileen Reyes, born February 18, 1963, to Seafarer and Mrs. Carmelo Reyes, Brentwood, NY.

SEAFARERS in DRYDOCK

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 HOSPITAL SEATTLE, WASHINGTON
Larry Couch
C. Kelleher

USPHS HOSPITAL NORFOLK, VIRGINIA
Robert Atherton
Earl Congleton
Patsy Frango
Eddie Game
Robert Godwin
Lang Kelly
Eugene Lane

USPHS HOSPITAL GALVESTON, TEXAS
S. E. Boggan
Edward Boyd
Isham Beard
Napoleon Blanchard
Frank Cuellar
J. J. Crosswell
Lawrence Ellison
Clayton Frost
Jasper Farr
Stokes Harrison
Robert High

USPHS HOSPITAL NEW ORLEANS, LOUISIANA
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 Favolora
Warren Federer
Wesley Fincannon
Eugene Gallaspy
Frank Halem
Leo Hannon
Richard Harris
Alvaro Hernandez
Richard Hufford
Sidney Irby
James Jackson
Frank James
Oscar Jones
Ralph Knott
Charles Koch
Steve Kolina
George LaFleur
Harold Laumann

USPHS HOSPITAL PORT WORTH, TEXAS
Warren Alderman
Gerald Algernon
Robert Banister
Benjamin Deibler
Abe Gordon
Joseph Gross

USPHS HOSPITAL MEMPHIS, TENNESSEE
William Roberts

SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK
Alberto Gutierrez
Thomas Isaksen

VA HOSPITAL HOUSTON, TEXAS
Thomas Manion

PINE CREST HAVEN COVINGTON, LOUISIANA
Frank Martin

US SOLDIERS' HOME WASHINGTON, DC
William Thomson

USPHS HOSPITAL BRIGHTON, MASS.
Robert Davis
Daniel Murphy
Angelo Polatos

Ernest Vietou
William Wade
Lambert Waldrop
James Walker

USPHS HOSPITAL SAVANNAH, GEORGIA
Louis Baxter
Malcolm Foster
Leo Gillain
R. C. Grimes
Carl Jones

USPHS HOSPITAL SAN FRANCISCO, CALIF.
Edward Atkins
Harry Baum
Arthur Caruso
Frank Foster
Franklin Haight
Thomas Moriarty
Sobie McMichael
Raymond Nicholson

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

VA HOSPITAL BALTIMORE, MARYLAND
B. Kosmaczewski

USPHS HOSPITAL STATEN ISLAND, NEW YORK
Adelbert Arnold
John Burke
Ralph Caramante
George Crabree
Estuardo Cuenca
George Daniels
James DeVito
Carlos Diaz
Nicholas Dimitriou
Adrian Duracher
Marion Pedge
Willie Edwards
Frank Gallich
Kwing Gee
W. Grohulski
Jerry Intonti
Alexander James

USPHS HOSPITAL FORT WORTH, TEXAS
Leonard Higgins
Thomas Leahy
Arthur Madsen
Max Olson
Charles Slater
Willie Young

USPHS HOSPITAL MEMPHIS, TENNESSEE
Willie Walker

SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK
William Kenny

VA HOSPITAL HOUSTON, TEXAS
Thomas Manion

US SOLDIERS' HOME WASHINGTON, DC
William Thomson

USPHS HOSPITAL BRIGHTON, MASS.
Charles Robinson
Sherman Shumate

Hospital-Bound? Bring Discharges

Seafarers are again reminded to bring their discharges when they check into stateside hospitals, so that eligibility for SIU hospital benefits can be readily established and payments can be made promptly. A number of instances have been reported recently, especially in the outports, where Seafarers in the hospital have neglected to bring sufficient proof of seafaring with them, causing delays in benefit payments. Whenever possible, Seafarers should have discharges available showing at least one day's seafaring in the last six months plus 90 days in the last calendar year.

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 Iovino at the Staten Island Public Health Service hospital. Ledbetter's last ship was the Eagle Traveler (Sea Transport) in the steward department.



SIU trio (l-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 solitaire 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 ex-shipmates.

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 Penmar (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. Edelman reports.

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



Pons Edelman

in favor of a motion made at a recent Houston membership meeting that a monthly payoff on all coastwise tankers should be written into the contract. Ship's delegate Ken Kristensen forwarded the crew's opinion for publication.

Following up his report on a fire February 3 aboard the Bridgehampton (Bull), ship's meeting secretary Jack Dolan pins the "hero of the day" award on Seafarer Tom Pons, ship's delegate. At the height of the blaze, Pons donned the gas-fighting equipment and made several trips into the number two cargo hold to locate the core of the fire. All available fire hoses were then directed into the blaze and tons of water finally put

SOUTHAMPTON (Bull), Dec. 8—Chairman, Joseph Shea; Secretary, 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.

SEATRIN LOUISIANA (Seatrains), Dec. 17—Chairman, L. Dunkins; Secretary, R. Hutchins. 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.

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

department delegates. SEAMAR (Calmar), Nov. 17—Chairman, Al Smir; Secretary, Edwin Peller. Ship's delegate requested crew to take beefs to the department delegates and not topside. \$7.50 in ship's fund. Motion to have delegates see patrolman at payoff regarding painting of rooms.

SEATRIN SAVANNAH (Seatrains), Nov. 25—Chairman, Ralph Hernandez; Secretary, A. L. Dunn. Beef in deck department from last trip was settled. Motion to hold more safety meetings. Vote of thanks to steward department.

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.

SEATRIN LOUISIANA (Seatrains), Nov. 17—Chairman, Ben Pritchlin; Secretary, McConley Jarrall. Two men missed ship. Disputed OT to be taken up with patrolman. \$103.00 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—Chairman, A. Nash; Secretary, J. Davis. 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.

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. William House elected to serve as ship's delegate. Vote of thanks to W. Manuel, retiring ship's delegate, for a job well done.

DIGEST of SIU SHIP MEETINGS

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

TRANS-ERIE (Hudson Waterway), Oct. 26—Chairman, L. P. Hagmann; Secretary, L. Schmidt. No beefs reported. Charles C. Fritz was elected ship's delegate. Vote of thanks to H. Higginbotham for cooperation given at Seattle in storing ship.

STEEL ADMIRAL (Isthmian), 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 (Watermen), 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 beefs reported 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

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 fire-fighters alert all night, Dolan reports. The fire was discovered during the afternoon and burned throughout the day and night until about 2 AM.

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 Pioneer's previous voyage, Magginness forgot to leave the remainder of the ship's fund when he quit the vessel. When he mailed the fund back, all hands inherited a bonanza they didn't even know existed.

American magazines seem to be getting very popular in foreign ports. They are getting so popular, in fact, that the crew of the Del Valle (Delta) decided at a re-

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 disappearing.

Chief steward Juan Reinoso 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 Reinoso

jobs easier and to provide better service for the entire crew. Making use of Reinoso's long experience in the service of food and on matters of sanitation and hygiene, the list includes a detailed rundown of each man's duties as he goes through his working day aboard ship.

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 Titan's pet doberman pinschers, ship's reporter James M. "Red" Fisher, Jr. writes that the 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 screaming 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 have some fun.

After spending the day on the

town some of the guys decided to have a swimming and diving contest 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 water.

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 Navy's on the way, Boys who are our choices, Are coming home to stay.



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 men anybody would want to sail with."

He recalls with special fondness the Christmas he spent aboard the

gang singing carols. **Larry Keenan** and a "quartet" sang "My Wild Irish Rose" for the boys, and **Pete**, 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 **Rehm**

he added best wishes for "good sailing wherever you are to a fine group of men."

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** says.

The holiday party was apparently enlivened by **Bill Briggs** and his



Movall



Briggs

Log-A-Rhythm

Wife's Prayer

By **S. J. T.**

I look at the stars in their silvery light,
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 spot
Where you and your vessel are.
My prayer to God is a prayer for you,
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 interfere
With your coming home to me.

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 all.
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 care,
To peace which everyone can share.
So listen, brothers, get out and vote!
Don't emulate the billygoat.

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 words
With which he fashioned plowshares out of swords.
It is sad to miss the magic in his art,
Whose talent was to soothe the human heart.
To whom honors came well past his prime,
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 to them.

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

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 sent flowers.

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.

Joe Fried

LETTERS To The Editor

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

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 above.)

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 did 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	Detroit	April 12
Philadelphia	April 9	Houston	April 15
Baltimore	April 10	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
May 20	May 22	April 26
June 17	June 19	May 24
		June 21

Anti-Strike Proposal Bypasses Issues—SIU

(Continued from page 3)

strengthen and improve the condition 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 negotiations.

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-

tion to reconstitute the ICC so that 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.

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MIAMI 744 W. Flagler St.
Ben Gonzalez, Agent FRanklin 7-3564

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

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

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

NORFOLK 416 Colley Ave.
Gordon Spencer, Acting Agent 625-6505

PHILADELPHIA 2604 S. 4th St.
Frank Drozak, Agent DEwey 6-3818

SAN FRANCISCO 450 Harrison St.
Frank Boyne, Agent DOUGlas 2-4401
E. B. McAuley, West Coast Rep.

SANTURCE, PR 1313 Fernandez Juncos
Stop 20

Keith Terpe, Hq. Rep. Phone 723-0063

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

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

WILMINGTON, Calif 505 N. Marine Ave.
George McCartney, Agent TErminal 4-2529

PERSONALS and NOTICES

G. Williams

You are asked to get in touch with Bob Franklin as soon as possible.

Don Sulphin

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 matter.

Ake Anderson

Ex-SS Steel Designer
Viggo Sorensen would like to have your address. Write him c/o SIU, 505 Marine Ave., Wilmington, Calif.

Hugh Higginbotham

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

Tax Refunds

Income tax refund checks for the following are being held by Jack Lynch, Room 201, SUP Build-

ing, San Francisco 5, Calif.:

Joseph H. Camp, John J. Doyle, Ernest H. Johnson, Jorgen G. Pedersen, Marvin E. Satchell, Leo Wills.

Russell E. Lund would like to get in touch with Oscar Sorenson, Oscar Blain, Thad DeLoach, Steve

Bregeria, Robert Rivera and any other former shipmates, who are asked to write him at 18084 Riverside Drive, Sonoma, Calif.

Jimmy (Horse) O'Hara
Ralph (Stick) Amat

You are asked to contact Bombino, c/o Howard, 1724 Church

Ave., Brooklyn, NY, as soon as possible.

Mathew Gichenko
The above-named or anyone knowing his whereabouts is asked to contact J. Gish, c/o Florentinum, Arosa, Switzerland, as soon as possible.

SIU BULLETIN BOARD

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

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

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

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

EDITORIAL POLICY--SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960 meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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

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

KNOW YOUR RIGHTS

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 Secretary 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 Administration. The study began early 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 Department.

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 conducted such a study since 1950.

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

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 arrangements 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.

Committee of various fields, including 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 Commerce Department transportation study, if any, is not yet clear.

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 letters of commendation for their role during the rescue involving a vessel known as the

Combined One, the Maritime Administration stated.

The proposed medals would go to Seafarers Horace S. Sikes, Jr. and John W. Mullin, both ABs, for their action in descending a

Jacob's ladder in heavy seas to assist in raising survivors from

the water.

Slated for letters of commendation for their part in the difficult rescue are Seafarers Ray Pappan, bosun; Charles L. Dandridge, Lloyd J. Thomas and George L. Balls, DMs; O. B. D. Thompson, John B. Gardner, Jr., Gene A. Paschall and Alfred F. Wright, ABs; and Jacques B. Mitchell, B. L. Keenan and Andrew Cook, ordinary seamen.

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

The rescue occurred in the Pacific while the Titan was on her way to Japan and received a message that

the Chinese vessel had gone down. Although she was about 18 hours sailing time from the estimated point of the sinking, the Titan was the nearest ship to the scene and 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, according to Maritime. A long search produced no sign of other survivors, however.



Sikes

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 sea-anchor 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 95% 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.