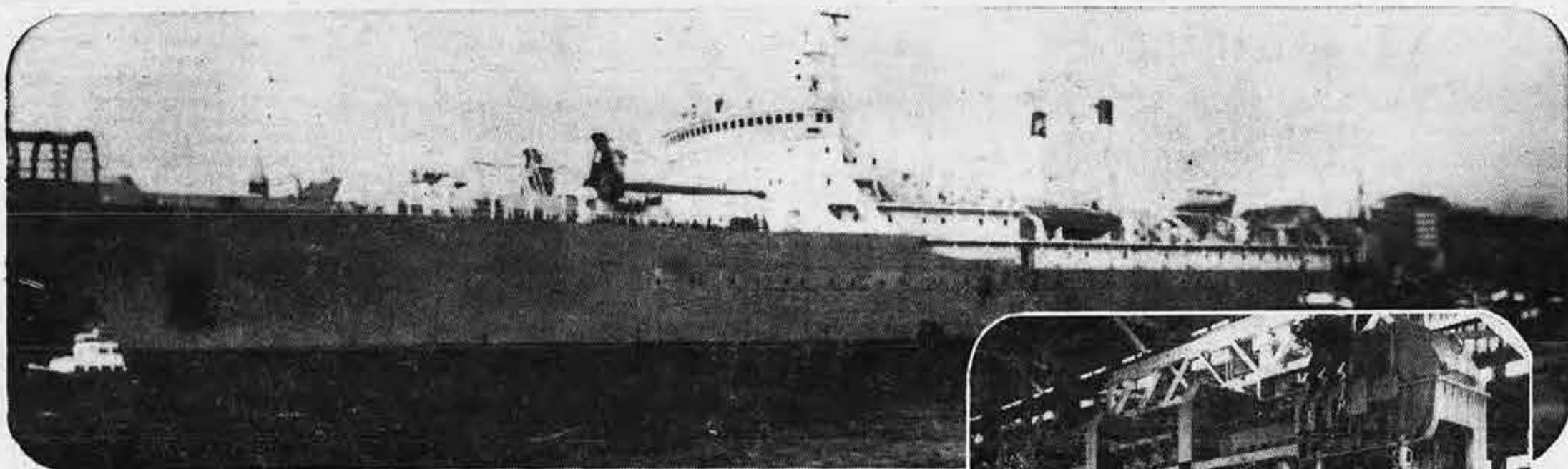


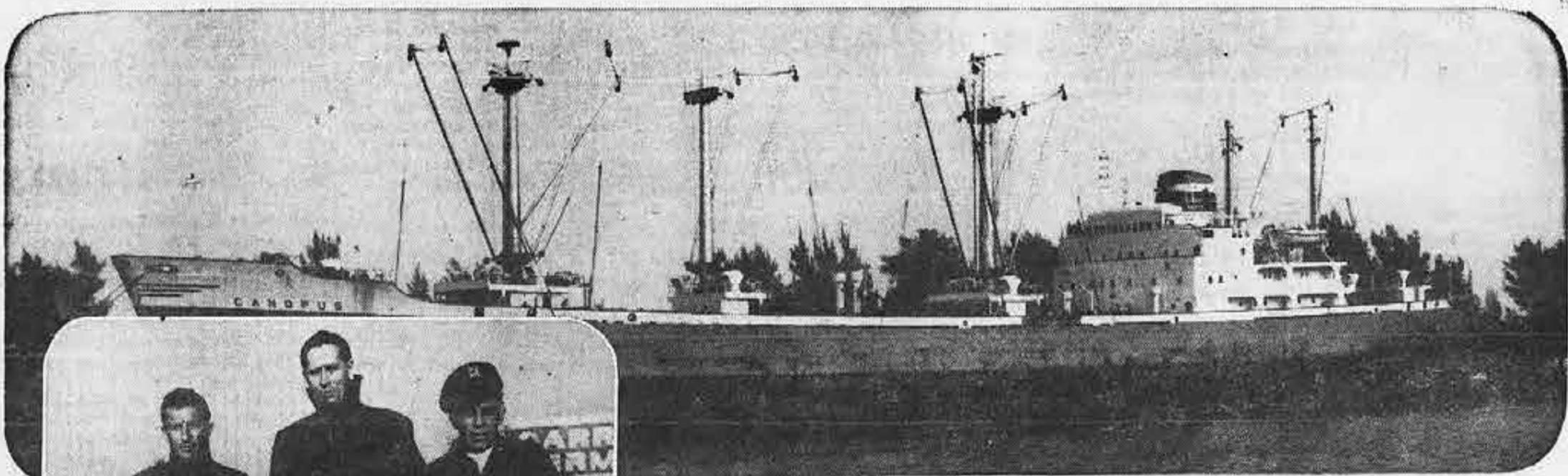
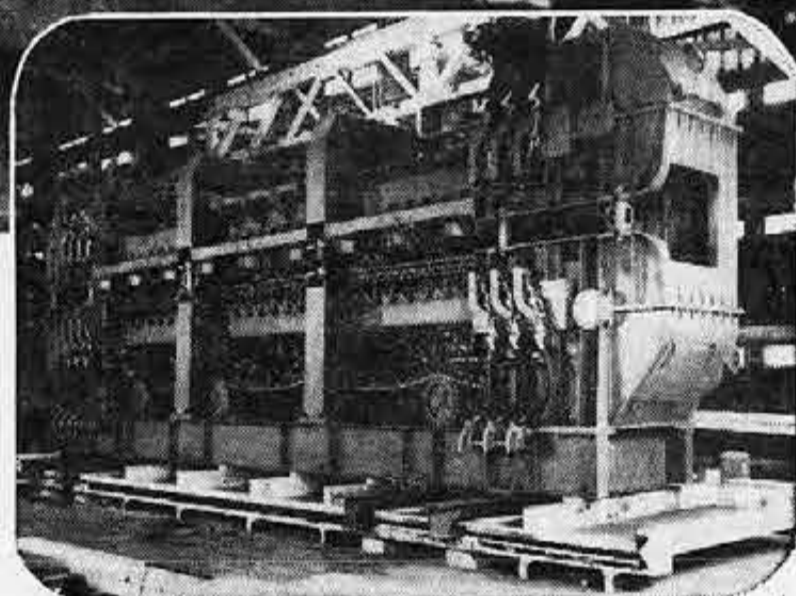
## Hearings Start On M'time Arbitration Plan

# SIU, MTD Ready Attack On Anti-Strike Measure

Story On Page 3



**SIU Cable Ship.** Seafarers are now manning the world's most modern cable-laying vessel, largest of its type under the US flag. The 17,000-ton Long Lines, to be operated by Isthmian Lines, is on her sea trials this week and is due to leave Hamburg, Germany about March 30 for Baltimore. A special linear cable engine weighing 184,000 pounds (inset) will be installed in the vessel upon arrival. The massive engine is equipped with hydraulic lifters to speed an efficient job of laying cable by the Long Lines, which is due to complete a Caribbean telephone cable network after a long delay. (Story on Page 3.)



**Seafarers Man Lines.** Protesting operations of the Kulukundis family which have stranded SIU crews and failed to meet contract obligations on a score of American ships, Seafarers in Tampa (inset) and other ports set up picketlines to demonstrate against Kulukundis-controlled foreign vessels such as the Canopus (above). The operator finally withdrew the vessel from the port. Seafarers who manned the line in Tampa were (l-r) James Pipinos, Fred Mapstone and Eddie Perez. (Story on Page 2.)

# New Talks Seek Revival Of Kulukundis SIU Fleet

NEW YORK—Meetings were continuing late this week among major creditors of the Kulukundis shipping interests, attended by SIU observers and representatives of the Union's welfare, pension and vacation funds, to set up the means for getting its American-flag operations back into service.

Liens on behalf of SIU crews have been slapped on the vessels for wages, overtime and other monies.

Similar actions are expected to hit an additional dozen ships numbered in the complex of American companies owned or controlled by Kulukundis interests, including the Bull Line, which are still at sea.

SIU crews on four of the idled ships flew back to New York late Tuesday, March 5, after being repatriated by the State Department, and immediately received a \$300 draw. They came off the Bridgehampton, Suzanne, Elizabeth and Ines, idled in Suez and Aden.

## SIU Gets Escrow Fund

The draws came out of an escrow fund secured by the SIU some time ago and set aside to cover family allotments, payroll checks and other unpaid crew monies. Accordingly, all allotments are up to date and crews with wages coming are being given up to a \$300 draw against monies due for work aboard ship.

In separate developments, Seafarers in several US ports are manning protest demonstrations against foreign ships that are part of the Kulukundis foreign shipping interests under at least three flags. SIU pickets hit these vessels as part of the same ownership which accounted for nearly ten percent of the free world ships in the Cuban trade last summer, according to a Maritime Administration report. MA cited them as "by far the most important group of shipping companies in the Cuban trade" during that period.

The Kulukundis American-flag operation, covering some ten US companies, has been in financial difficulties for some time. Besides the libel actions for wages filed by

SIU crews as primary claims against individual ships, the companies have been hit with suits for contributions owed to the SIU welfare, pension and vacation

## Trampship Woes Cited

WASHINGTON—A good guide to the financial difficulties facing the Kulukundis complex of American companies, which began with the purchase of Bull Line two years ago, can be obtained from a just-released Government analysis.

The study shows that more than one half of 79 US tramp companies have been in business less than three years. In addition, as of last October 31, of the 130 ships owned by these companies, 60 companies owned only one ship and only ten owned four or more.

Further, changes in the tramp fleet, from January, 1956, through 1962, show that 120 new companies were formed, but in the same period 150 went out of business.

In its turn, Kulukundis management was faced with a losing proposition on the Bull Line service to Puerto Rico right at the start. Thus, it quit the island trade last year, disposed of container-ships which might have helped make it pay, and stuck to bulk cargo and tramp runs instead.

A contributing factor to its problems, while it was still trying to make ends meet on the Puerto Rico run, may have been the sugar rate case which the Federal Maritime Commission didn't rule on until four months after Bull gave up on Puerto Rico because it couldn't wait for the decision. It "won" the case.

programs and by duplicate actions on behalf of similar programs for the other shipboard unions.

The Justice Department has also filed suit to foreclose on Federally-insured mortgages for Kulukundis-owned vessels on loans of \$35 million, and took action this week to freeze all Kulukundis assets in the US, including realty holdings. Manuel E. Kulukundis and members of his family have also been hit with criminal action.

Nine of the American ships are idle in New York, Philadelphia, Baltimore, New Orleans, Portland and Norfolk, one of which, the Westhampton, is scheduled for sale in Baltimore by the US marshal on March 14. Overseas, seven are tied up in Suez, Aden, Bombay, Yokohama and Chittagong, Pakis-

(Continued on Page 15)



Protesting the trade activities of Kulukundis-operated foreign ships, Seafarer James Pipinos mans line against the MV Canopus in Tampa.

# Curacao Beckons Runaways

WILLEMSTAD, Curacao—Faced with the possibility of having to pay taxes in some of their present sanctuaries like Liberia, tax-dodging US runaway ship operators may be able to find a new home here in the Netherlands West Indies.

A new bill before the island's legislature would make 80 percent of the net profits of such companies taxable at only one-tenth of the normal profits tax. The bill would especially apply to shipping companies and aircraft concerns, according to news reports.

To qualify for the reduced tax rate, the company must only be incorporated in the Netherlands West Indies, maintain its management there and register its vessels in the kingdom of the Netherlands (including the West Indies, the Netherlands proper and Surinam). Under certain circumstances, however, the vessels may even be registered elsewhere and still qualify for the reduced tax rates.

In the past, runaway American shipowners have flocked in large numbers to such tax havens to dodge American tax laws.

The Maritime Trades Department of the AFL-CIO is seeking amendment to Section 883 of the US Internal Revenue Code of 1954 to narrow the gap between US ships and runaways competing in the same trade.

Curacao is well-known to Seafarers on the Delta Line runs to South America, on which the island is a frequent port of call.

# N'Orleans Labor Support Scores In Primary Races

NEW ORLEANS—A clear victory was achieved by labor-endorsed Frederick L. Eagan in the primary race for state senator from the 6th district, and three other labor-backed candidates face runoffs here March 23, despite substantial wins in local primaries last month.

Under the election law, a clear and decisive majority must be established in a primary, or a runoff has to be held in which candidates with over 5,000 votes can enter. Eagan ran way ahead of four other candidates in the race for his district, where the SIU hall is located.

All four candidates had the endorsement of the Maritime Port Council, Central Trades Council and the AFL-CIO Committee on Political Education in the port area.

Now awaiting the runoff balloting, David Gertler, running for judge of the Civil District Court (Division A) was high man in a field of four; Municipal Court Judge Paul Garofalo, running for Civil District Court (Division G) almost equalled the total vote for three opponents, and Theodore "Ted" Hickey, seeking the Senate seat for the 5th District, was runner-up in a field of 14.

All four candidates lauded the support given them by the union

groups, and expressed public thanks for the endorsements and other support.

# SIU, Gov't, Industry Explore MM Issues

SAN FRANCISCO—An informal series of special talks on shipping industry problems and maritime labor issues was held near here last weekend by SIUNA representatives, Government officials and West Coast shipowners under the auspices of the Federal Mediation and Conciliation Service.

The three-day round of meetings that began last Friday, March 1, at Palo Alto, included SIUNA President Paul Hall; SIUNA Executive Vice-President Morris Weisberger, secretary-treasurer of the Sailors Union of the Pacific; President William W. Jordan of the Marine Firemen's Union and Secretary-Treasurer Ed Turner of the Marine Cooks & Stewards. Both Jordan and Turner are also SIUNA vice-presidents.

Among the top Government offi-

cial participants in the talks were Maritime Administrator Donald W. Alexander, Federal Mediation Director William E. Simkin and Deputy Director Robert H. Moore, as well as Herbert Schmetz, general counsel of the mediation service and Prof. William Gomberg, special mediator, of the Wharton School of Commerce, University of Pennsylvania.

In the discussions with J. Paul St. Sure, president of the Pacific Maritime Association and a committee of West Coast shipowners, the labor and Government officials went over a wide range of issues confronting maritime, such as future shipping growth, manning issues and the general area of collective bargaining problems as they apply to shipping.

Hall and the three SIU Pacific District union heads all challenged the view that seamen's wages were the key issue in maritime today and cited a long list of difficulties facing the industry about which seamen and maritime unions are especially concerned.

It is expected there will be similar sessions held later, prior to any future contract talks, so that a better approach can be made by all parties to common problems.

The Palo Alto talks followed up the three-day biennial convention of the MFOW at its headquarters here, attended by union officers and rank-and-file delegates. The February 26-28 sessions dealt with a number of pending items of union business as well as industry-wide issues.

# Longshoremen Mourn Loss Of Anastasio

NEW YORK—Thousands of waterfront workers, union officials, industry representatives and friends joined in tribute to Anthony Anastasio, a vice-president of the International Longshoremen's Association and head of ILA Local 1814, at final rites in Brooklyn last Tuesday, March 5. Anastasio, 57, died here a week ago due to complications following an earlier heart attack.

Longshoremen and other maritime workers on the Brooklyn docks, along which a memorial procession travelled on its way to Holy Cross Cemetery, paused in their work to honor the ILA leader who had brought a good

measure of stability to the Brooklyn waterfront by molding ten Brooklyn locals into one unified Local 1814, largest local in the ILA.

SIUNA President Paul Hall, SIU headquarters officials and a number of rank-and-file Seafarers, attended the memorial services.

Anastasio had been instrumental in the fight to improve conditions for longshoremen, and his passing was called "a great loss to the union" by Thomas "Teddy" Gleason, ILA executive vice-president.

One of Anastasio's greatest achievements for longshoremen and their families was the Brooklyn Longshoremen's Medical Center, widely recognized as having contributed to the health and welfare of its beneficiaries. At present, the medical facility is being expanded to include a broader range of services.

Anastasio is survived by a daughter, Mrs. Anthony Scotto, and three grandchildren. His brother, Rev. Salvatore Anastasio, pastor of St. Lucy's Church in the Bronx, NY, officiated at the last rites.



Anthony Anastasio



MFOW President William W. Jordan (left) and SIUNA President Paul Hall exchange greetings during convention of the Marine Firemen's Union, which was addressed by Hall last week.

# HEARING BEGINS ON NO-STRIKE BILL

## SIU Mans New Cable Ship

NEW YORK—Fifteen additional SIU crewmembers left here by air for Hamburg on February 26 to man the world's largest cable-laying ship, the Long Lines, and start her on her first sea trials. Now completed after lengthy delays caused by a shipyard bankruptcy proceeding in West Germany, the Long Lines is due to sail for Baltimore on her maiden voyage about March 30.

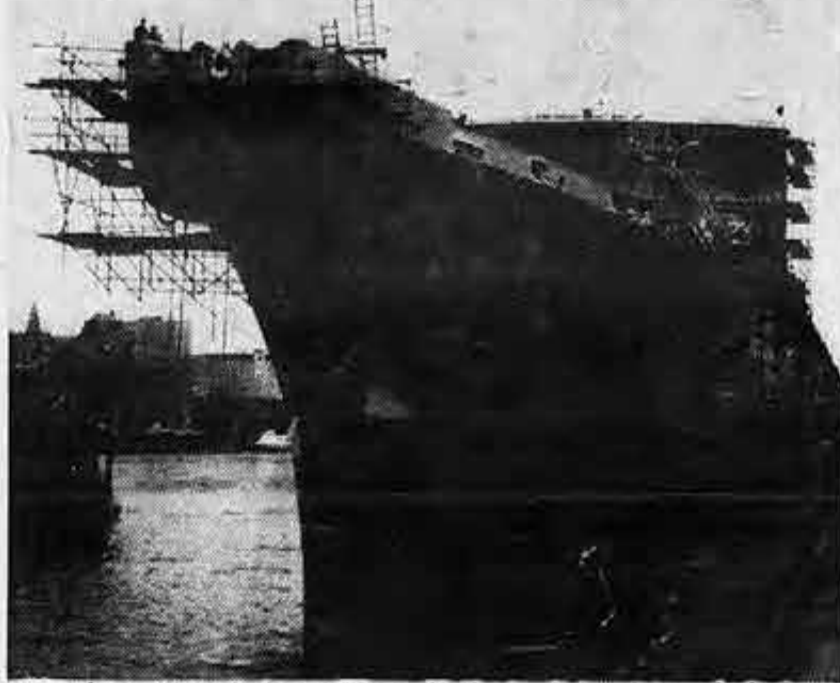
Her exact departure date is dependent on how she shapes up on the series of shake-down cruises now underway. Sea trials were to begin last week, according to SIU-contracted Isthmian Line, which will operate the vessel for the Western Electric Company. Arrival in Baltimore is tentatively scheduled for April 14.

The Long Lines will have a crew of more than 100, including technical personnel, when she takes over extensive cable-laying work for the American Telephone and Telegraph Company. Her initial job will be to complete an "all-cable" underwater network throughout the Caribbean connecting Florida, Jamaica, Panama and South American points.

Since there is no other large cable ship under the US flag, the SIU negotiated a special manning scale to cover the crew, which basically is the same as for crews manning a conventional C-3 freightship. Upon arrival in Baltimore, SIU crewmembers will take part in a training period of several weeks to prepare them for the actual cable-laying work.

The Long Lines is behind schedule because the Schliecker shipyard where she was built went into bankruptcy last summer. Due to the construction delay, AT&T put the British cable-layer Alert into operation on a temporary basis.

Ships of several other American companies were affected by the bankruptcy situation, including two 51,000-ton ore carriers being built for Bethlehem Steel, which



Now completed, Long Lines (Isthmian) is pictured during construction in Hamburg, while work was still underway on her superstructure and special bow thrust gear for handling cable-laying jobs. She's due in Baltimore next month.

had applied for a construction subsidy so that the two ships could be built in the United States. However, Commerce Secretary Luther Hodges overturned the Maritime Subsidy Board's approval of the subsidy application and Bethlehem finally arranged to have the ships built in Germany.

The Alert loaded her second cargo of single armorless-type cable at Baltimore last week. This will be laid down in the Caribbean for a Jamaica-Panama Canal Zone link that is expected to be completed this spring.

The Alert completed laying the first section of the system early in

February, putting down 850 miles of cable between Florida and Jamaica, British West Indies. Telephone service over the new cable will begin shortly.

## US Agency Embargo Set On 26 Cuba Trade Ships

WASHINGTON—An amended total of 26 foreign-flag vessels has been barred from cutting in on US foreign aid, farm surplus, or other 50-50 cargoes, as well as military shipments, that rightfully belong on American-flag vessels. The embargo order covers the list of free world ships trading with Cuba since January 1, 1963.

The Maritime Administration issued an updated report on ships in the Cuban trade on February 26, which added 14 vessels to the original list of 12.

One day earlier, the State Department's Agency for International Development put into effect regulations barring the blacklisted ships from carrying any AID cargoes from the US. The agency's new regulations say that the ban will apply to cargoes whose freight is paid either by AID or by the country involved.

The Defense Department issued similar orders last week covering the embargoed ships. It also ruled that with respect to ocean shipment of military assistance materials from the US, approval must be obtained by that country for use of any foreign-flag vessel.

Restrictions placed on the use of the foreign-flag vessels which have been to Cuba since the first of the year may be lifted, however, if their owners give "satisfactory assurances that no vessels under their control will henceforth be employed in the Cuban trade" while it is US policy "to discourage such trade."

The 26 foreign ships belong to eight nations, British and Greek-flag vessels totalling nine each. Of the rest, two each were Norwegian and Polish. Yugoslavia, Italy, Japan and Lebanon had one each.

The Federal crackdown on for-

## SIU, MTD To Fight Arbitration Plan

WASHINGTON—An array of management witnesses began testimony this week in support of a plan by Rep. Herbert C. Bonner (D-NC) to set up special machinery to deal with maritime labor disputes with the ultimate goal of instituting compulsory arbitration in all shipping disputes. The proposed legislation is the

subject of hearings that began Tuesday, March 5, and will probably continue until the end of this month before the House Merchant Marine Committee.

In giving what was characterized as "reluctant" support to the Bonner proposal, the shipowners who have testified so far backed his view that "special treatment" for maritime on labor-management issues is the means to bolster the shipping industry and keep the US as a "major factor in international commerce."

In an opening statement to the committee, Rep. Bonner said the bill (HR 1897) was essential "if this country's trade is to expand and its merchant marine is to survive." He thus indicated that an effort to shunt aside all other problems in the industry would be made this session for the sake of the compulsory arbitration legisla-

tion. The proposal, as introduced by the Merchant Marine Committee chairman in January, would set up a new Title X in the Merchant Marine Act of 1936 embodying a series of procedures for fact-finding, mediation, conciliation and, ultimately, compulsory arbitration with binding awards to bar maritime strikes. The legislation would amount to an exemption of maritime labor from the Taft-Hartley Act.

### Labor Witnesses

Once the management witnesses have completed their testimony, maritime labor representatives will testify and present the opposition view to the entire concept of the legislation. The AFL-CIO Maritime Trades Department, on behalf of the SIU, its affiliates and other maritime unions, will make a full presentation on the issue before the committee. No date has been set for the MTD testimony, which will be presented by SIUNA President Paul Hall.

The legislation, which goes beyond a proposal made by Rep. Bonner last year to put maritime disputes under procedure similar to the Railway Labor Act, echoes a proposal he made in 1955 which also called for no-strike provisions and binding arbitration awards.

### Rejected By SIU

It was rejected completely by the SIUNA convention at Montreal in 1955, which made clear the union's position that such procedures could not solve maritime problems, including those that might exist in the area of collective bargaining.

The effort this time to fit the no-strike legislation into the Merchant Marine Act is viewed as an attempt to bypass the House Labor Committee, which would normally have jurisdiction over labor legislation. A member of the House

(Continued on page 10)

## Canada SIU Maps Job Appeals Panel

MONTREAL—The SIU of Canada has taken formal steps to set up an impartial appeals tribunal as a further guarantee of job and seniority rights assured every SIU member under the union's constitution. Letters have already been sent out inviting management participation in the program.

First proposed at a headquarters membership meeting here in January, the appeals panel would consist of equal union and management representation plus an impartial third party, or would function solely through an impartial arbitrator, depending upon the final arrangements made.

### Members Vote To Accept

The proposal was studied by an elected membership committee after the January meeting, and was followed up by further action at a February 6 meetings. Members voted to accept the idea in principle last month and authorized discussion with management trustees now serving on the Welfare Plan board of trustees to seek management participation in the program.

A firm basis for operation of the appeals procedure is expected to be established by mid-March, in advance of the 1963 shipping season. One of the highlights of the proposal is a provision allowing for impartial review of the job rights of any member within the past three years, if an appeal is taken

to the tribunal within 90 days after it is established.

Meanwhile, the hearings in Ottawa on the Upper Lakes shipping dispute resumed Monday, March 4, after a two-week recess called by Justice T. G. Norris, presiding as hearing commissioner. The dispute between the SIU of Canada and the Upper Lakes Shipping Company has been the subject of hearings in several ports since last August.

## SEAFARERS LOG

March 8, 1963 Vol. XXV, No. 5



PAUL HALL, President

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Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 475 Fourth Avenue, Brooklyn 32, NY. Tel. HYacinth 9-6688. Second class postage paid at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.



## New Norfolk Hall Coming Up



Progress on new SIU hall in Norfolk keeps moving ahead, despite continuous bout with the weather that had slowed brickwork on the one-story structure. Bricksidings are covered with cellophane to reduce frost and moisture damage. The building is now expected to be ready by June, barring further delays. Men on temporary roofing are part of construction gang.



# SEAFARERS ROTARY SHIPPING BOARD



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

February 1 Through February 15, 1963

SIU shipping kept us a brisk pace during the first half of February, running well ahead of what could be classed as "normal" activity for a two-week period. This could be credited to the wind-up of the longshore beef on the Atlantic and Gulf coasts, since all of the idled ships and men had not been called back to work during the final week of January when the strike actually ended.

Total shipping amounted to 1,673 jobs compared to a registration of 1,287. Due to the low registration for the period and the busy shipping, the number of men remaining on the beach by mid-February was further reduced to 4,131. The latter figure is a good sign of Seafarers' job chances, since it shows the possibility of a complete turnover of the men on the beach, if they choose to ship out rapidly, within six weeks.

This period's shipping was below the previous two-

week figure of 2,283, so that most ports reported what amounted to a shipping decline. Mobile and New Orleans were the only ports that escaped the general trend.

Payoffs, sign-ons and in-transit ship visits (see right) were higher than usual throughout the District, however, as many ports reported a flood of ships moving in and out to load and discharge cargoes accumulated during the dock walkout. New York, New Orleans and Houston together handled almost 150 ships, but the large number of vessels hitting Houston did not account for many replacements there. The West Coast ports were least active, reporting 11 ship calls between them for a two-week period.

According to the seniority listings, class A men continued to take most of the available jobs, in accounting for 67% of all shipping. Class B men handled one out of every four jobs (25%) and class C filled the rest.

## Ship Activity

	Pay Sign In				TOTAL
	Offs	Ons	Trans.		
Boston .....	4	1	5	10	
New York.....	15	6	27	48	
Philadelphia..	4	5	13	22	
Baltimore ....	10	6	13	29	
Norfolk .....	1	3	5	9	
Jacksonville ..	0	0	6	6	
Tampa .....	0	0	0	0	
Mobile .....	3	5	5	13	
New Orleans..	7	11	31	49	
Houston .....	7	6	36	49	
Wilmington ..	0	0	2	2	
San Francisco..	0	0	4	4	
Seattle .....	2	1	2	5	
<b>TOTALS ...</b>	<b>53</b>	<b>44</b>	<b>149</b>	<b>246</b>	

## DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B											
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP											
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL				
Boston	2	3	1	6	0	2	5	7	1	4	1	6	1	0	2	3	0	1	0	1	6	3	1	10	6	13	4	23	0	2	6	8								
New York	23	30	11	64	1	13	16	30	24	59	16	99	1	15	15	31	0	2	9	11	99	31	11	141	86	151	28	265	3	39	62	104								
Philadelphia	4	11	2	17	2	0	1	3	1	7	2	10	0	0	2	2	2	5	0	7	10	2	7	19	19	22	6	47	2	2	6	10								
Baltimore	12	17	3	32	0	2	10	12	15	43	9	67	0	5	8	13	0	2	6	8	67	13	8	88	49	94	15	158	2	20	23	45								
Norfolk	6	5	0	11	0	0	3	3	1	3	0	4	0	1	1	2	0	2	3	5	4	2	5	11	15	16	1	32	0	2	14	16								
Jacksonville	4	4	2	10	1	3	3	7	2	1	0	3	0	4	3	7	0	0	0	0	3	7	0	10	12	14	5	31	1	8	8	17								
Tampa	1	1	0	2	0	0	1	1	1	0	0	1	0	0	1	1	0	0	0	0	1	1	0	2	3	11	2	16	0	1	3	4								
Mobile	6	5	1	12	0	2	5	7	14	31	12	57	0	0	4	4	0	0	0	0	57	4	0	61	31	40	4	75	1	7	16	24								
New Orleans	33	47	9	89	5	13	33	51	49	81	14	144	5	18	26	49	1	1	1	3	144	49	3	196	90	109	21	220	7	56	64	126								
Houston	16	26	11	53	2	11	12	25	13	27	14	54	0	3	6	9	0	0	1	1	54	9	1	64	58	71	10	148	4	29	36	63								
Wilmington	1	3	2	6	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	7	13	4	24	1	10	2	13								
San Francisco	4	6	3	13	0	1	3	4	2	2	0	4	1	0	3	4	0	0	0	0	4	4	0	8	20	21	7	48	4	7	8	19								
Seattle	2	7	0	9	1	4	4	9	1	2	1	4	0	0	0	0	0	0	0	0	4	0	0	4	21	25	3	49	1	20	16	37								
<b>TOTALS</b>	<b>114</b>	<b>165</b>	<b>45</b>	<b>324</b>	<b>12</b>	<b>52</b>	<b>97</b>	<b>161</b>	<b>124</b>	<b>260</b>	<b>69</b>	<b>453</b>	<b>8</b>	<b>47</b>	<b>71</b>	<b>126</b>	<b>3</b>	<b>13</b>	<b>20</b>	<b>36</b>	<b>453</b>	<b>126</b>	<b>36</b>	<b>615</b>	<b>417</b>	<b>600</b>	<b>119</b>	<b>1136</b>	<b>26</b>	<b>203</b>	<b>257</b>	<b>486</b>								

## ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B											
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP											
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL				
Boston	1	3	0	4	0	0	1	1	0	3	0	3	0	3	0	3	0	2	2	4	3	3	4	10	1	3	0	4	0	1	4	5								
New York	12	32	3	47	0	17	11	28	23	49	10	82	4	15	20	39	1	12	5	18	82	39	18	139	41	137	17	195	12	43	40	95								
Philadelphia	1	10	1	12	0	3	4	7	0	6	2	8	0	2	2	4	0	5	0	5	8	4	5	17	2	24	1	27	0	4	11	15								
Baltimore	6	16	1	23	2	10	5	17	15	29	4	48	1	12	8	21	0	7	2	9	48	21	9	78	9	80	9	98	4	24	24	52								
Norfolk	1	2	3	6	1	6	1	8	1	2	0	3	0	6	1	7	0	3	2	5	3	7	5	15	5	18	5	28	2	11	7	20								
Jacksonville	2	5	0	7	0	4	3	7	1	1	0	2	1	6	1	8	0	1	0	1	2	8	1	11	3	8	2	13	2	11	7	20								
Tampa	1	1	0	2	0	1	1	2	1	0	0	1	0	1	0	1	0	0	0	0	1	1	0	2	1	9	1	11	0	2	4	6								
Mobile	3	10	3	16	0	1	6	7	9	30	10	49	0	0	3	3	0	0	0	0	49	3	0	52	9	38	6	53	0	15	11	26								
New Orleans	12	37	5	54	3	19	16	38	15	60	11	86	6	28	21	55	0	3	1	4	86	55	4	145	37	99	8	144	0	65	61	126								
Houston	14	37	3	54	4	18	21	43	9	29	5	43	2	6	8	16	0	0	0	0	43	16	0	59	28	12	9	49	8	53	58	119								
Wilmington	1	0	1	2	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9	2	14	2	6	4	12								
San Francisco	1	3	0	4	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0	2	1	0	3	12	25	5	42	0	6	8	14								
Seattle	0	2	0	2	0	4	1	5	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	2	2	21	0	23	3	14	7	24								
<b>TOTALS</b>	<b>55</b>	<b>158</b>	<b>20</b>	<b>233</b>	<b>10</b>	<b>85</b>	<b>71</b>	<b>166</b>	<b>75</b>	<b>210</b>	<b>42</b>	<b>327</b>	<b>15</b>	<b>80</b>	<b>65</b>	<b>160</b>	<b>1</b>	<b>33</b>	<b>12</b>	<b>46</b>	<b>327</b>	<b>160</b>	<b>46</b>	<b>533</b>	<b>153</b>	<b>483</b>	<b>65</b>	<b>701</b>	<b>33</b>	<b>255</b>	<b>246</b>	<b>534</b>								

## STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B														
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP														
	1-5	1	2	3	ALL	1	2	3	ALL	1-5	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-9	1	2	3	ALL	1	2	3	ALL								
Bos	0	2	0	1	3	1	1	0	1	0	2	1	0	3	0	0	2	2	0	0	2	2	3	2	2	7	1	4	2	2	9	0	2	4	6								
NY	7	14	13	25	59	1	1	10	12	11	21	12	45	89	0	1	20	21	3	2	24	29	89	21	29	139	40	62	37	100	239	2	6	40	48								
Phil	0	4	3	5	12	1	0	3	4	0	2	0	5	7	0	0	3	3	0	0	2	2	7	3	2	12	4	15	7	11	37	1	2	12	15								
Bal	3	4	5	8	20	0	2	7	9	4	14	6	23	47	0	1	14	15	0	0	6	6	47	15	6	68	10	30	25	38	103	5	3	30	38								
Nor	0	2	0	0	2	0	1	3	4	0	1	1	0	2	0	1	0	1	0	1	6	7	2	1	7	10	4	9	3	2	18	4	2	5	11								

# SUP Backs Shelley For SF Mayor

**SAN FRANCISCO**—The Sailors Union of the Pacific has heartily endorsed the possible candidacy of Congressman John F. (Jack) Shelley for mayor of this city in the coming November election.

Morris Weisberger, executive vice-president of the SIUNA and SUP secretary-treasurer, declared that Shelley came from the ranks of labor and had always shown a deep concern for the problems of working men and women.

"With Shelley in office," Weisberger said, "San Francisco labor can expect a fair shake and we will do everything we can to assist him in his campaign."

Rep. Shelley, 58, now actively serving in the House where he is on the powerful Appropriations Committee, is expected to be a leading contender in the mayoralty race building up here. The campaign now getting underway climaxes in an election this fall.

A long-time Californian, Shelley was president of the California State Federation of Labor from 1947-50, and had served as president and then secretary of the San Francisco Labor Council from 1937-50. He first came to Congress in 1949 after being named in a special election and has been re-elected every two years since then.

Shelley's first public office was as a member of the California State Senate in 1938.

## Steady On The Oars, Men



Newest SIU lifeboat training class in New York makes a dry run in revamped rigging loft near SIU headquarters. Instructor Dan Butts, veteran SIU bosun (back to camera), shows Seafarer Fred Ferrara how to handle the tiller, while J. R. Roman, L. Wilson, M. Minderman, T. Rasely, M. Trulock and O. Olsen, lean on the oars. Trainees for lifeboat endorsements are from all three ship departments.

# Chicago SIU Hits Plan To Shut PHS

**CHICAGO** — The SIU and other unions in the Maritime Trades Council here are taking immediate steps to counter a rumored shutdown of the Chicago marine hospital, one of the last two hospitals maintained by the US Public Health Service on the Great Lakes.

While no formal announcement of the proposed closing has been

made by the Department of Health, Education and Welfare, clear indications have been given unofficially that the hospital here is the next one slated to close its doors.

A general movement to cut back on the number of hospitals has continued steadily since 1947 and gained momentum in 1953, when a cabinet post covering health, education and welfare services was established. The reduction in US-PHS installations since then has cut the hospital total down to 14, including specialized institutions.

The new move in Chicago is the first attempt at a closing since August, 1961, when a statistical survey of the Detroit marine hospital threatened its future operations. However, swift action by the AFL-CIO Maritime Trades Department won a redetermination of the hospital's status, and it remained open.

Immediate steps are now being taken through the port council and the Chicago Federation of Labor to oppose any closing in Chicago.

Prior to the start of the regular Great Lakes shipping season, questionnaires are being distributed among seamen to survey their use of the hospitals and their support of the maritime hospital program.

## Boycott Urged Against Hotpoint

Seafarers and their families are urged to support the strike by the Sheet Metal Workers International Association against the Hotpoint Division of General Electric Company by not buying Hotpoint appliances. Some 2,500 workers at Hotpoint plants in Chicago and Cicero, Ill., went on strike February 22 because of the company's arrogant refusal over a period of eight months to bargain in good faith. The company's attitude toward its workers is clear from the final contract proposals it made to its employees offering no improved conditions of any kind. The SMWIA won bargaining rights at Hotpoint last May after the company had operated as a non-union stronghold in the area for 56 years.

## MA Examiner Upholds MTD Position

# Nix Subsidized Line In Puerto Rico Run

**WASHINGTON**—An entry into the New York-Puerto Rico trade by a subsidized US-flag shipping line has been ruled out by the Maritime Administration's chief examiner as an unnecessary burden on non-subsidized carriers in the Caribbean service.

The ruling came on February 25 following 20 days of hearings on a Grace Line application for temporary authority to start container service to Puerto Rico. SIU companies, including Sea-Land, Alcoa and Seatrain, fought the Grace Line bid and an attempt by American Export Line, another subsidized line, to make northbound calls at Puerto Rico.

In rejecting Grace's application, MA's Chief Examiner Paul N. Pfeiffer cited Sea-Land's expanding container operation to Puerto Rico and stated there was no showing of an "emergency" to justify an additional entry.

At its executive board meeting a few days earlier, the AFL-CIO Maritime Trades Department urged protection for domestic operators against "predatory competition" by subsidized lines. It said approval of the Grace Line entry "would place the unsubsidized domestic operators in a position of severe and probably fatal competitive disadvantage."

At the same time, the MTD called for amendment of the 1936 Merchant Marine Act to provide Government construction assistance to domestic operators "on the same basis as subsidies are now available to American-flag ships in foreign commerce." Companies in all domestic services should be permitted to make deposits in construction reserve funds with the same tax and other benefits now available to subsidized offshore lines, MTD said.

In the MA hearings, American Export's application was strongly challenged because of the amount of free space already available on the northbound leg of the service. "Yet it is on the inbound leg, where the traffic is weakest," a Seatrain spokesman charged, "that operations are proposed by not one, but two subsidized carriers." Seatrain is readying its own service into Puerto Rico.

Turning to the Grace application, Alcoa said that Grace does not propose a permanent Puerto Rican service, but "is using its financial plight with its container ships as a basis to enter the Puerto Rican trade and as a stop gap measure until its problems in

Venezuela concerning volume of cargo can be worked out." Venezuelan longshoremen have refused to handle two Grace container ships with less than full-size gangs, while Grace wanted to reduce the size of dock work gangs.

Sea-Land currently is keeping one of its four jumbo container ships built for the intercoastal trade, along with two smaller container vessels and a car ferry, on the Puerto Rico run, and disclosed plans to put further tonnage into the island service before the end of the year. The Los Angeles, last of the four Sea-Land conversions for the East-West trade, is due to start operations this month.

# Alcoa Eyes 'Trade-In' On Planter

The SIU-contracted Alcoa Planter, which suffered a disastrous four-alarm fire in January while docked at Bremen, Germany, will probably be sold overseas for scrap, according to the owners, Alcoa Steamship Company.

The company hopes to replace the Planter under the trade-in program with a C-2 type freightship. Negotiations are presently underway to obtain the replacement vessel from an American company. The disabled Planter is one of the several C-1-types operated by Alcoa.

The Planter crew was flown back to the States by jet when the decision was made to scrap the ship. Seafarer William Calefato reported to the LOG. The fire, he reports, made big news in Germany, and German newspapers carried stories and photos for several editions, calling it the most expensive ship fire they had ever seen.

Quick and efficient action by the SIU crew and local firefighters prevented injury. The only casualties suffered by the crew, Calefato reports, were some severe colds caught while fighting the blaze in subfreezing temperatures and later in shifting the vessel by hand because there was no power for the winches.

## SOCIAL SECURITY REPORT



Joseph Volpian, Social Security Director

## Beware of 'Get-Rich-Quick' Schemes

Social Security Administration officials in many areas have issued warnings to the public to be wary of advertisements promoting the sale of books that promise to tell how to "get around" certain provisions in the Social Security law. Some of these advertising materials say that books, offered for sale at \$1.95, \$2.99, \$3.99, and sometimes \$5, will also show "How to get twice as much Social Security," or even, "How you can get Social Security for doing absolutely nothing."

Actually these books cannot tell the reader anything basic about Social Security law that he would not find in the free booklets and leaflets available at any Social Security district office.

If anyone has any questions about his Social Security benefits, the best advice is to check with your nearest Social Security office. They may not be able to tell you how to "earn a million dollars a year while collecting Social Security" (as the promoters of some sensationally-advertised books suggest they can do). But they can give you full and realistic information tailored to your particular situation, which will save you time, money and delay when benefits become payable.

The "statistics of suffering" make it imperative that Congress give immediate attention to establishing "a system of Federal standards for unemployment insurance," the AFL-CIO Executive Council has declared. The vitally-needed reforms in the unemployment compensation system "can only be made by the Federal Government" setting up uniform standards. To rely on state legislatures to cope with the problem is "unrealistic," the council said.

This is the situation confronting the nation:

- Of the 4.7 million unemployed, 2.2 million, or 47 percent, are not drawing unemployment insurance benefits of any kind.
- Every week another 40,000

unemployed workers are exhausting their state benefit rights.

- Less than 20 percent of the wages lost due to unemployment are being replaced by the jobless pay program.

- Low jobless benefits "obviously impede" training and retraining programs which are tied to unemployment insurance programs.

- The funds of one-third of the states are seriously depleted because of continuous under-financing.

The rivalry and competition among the states for industry, the council said, is too great to expect any one state "substantially to increase benefits when such increase would require higher employer taxes." The statement warned that legislatures are now focusing on ways and means to maintain low tax rates "despite the near insolvency of a number of state funds." There is no concern in any legislature at present about the level of benefits and there are proposals to reduce payments still further in six states, the council declared.

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



West German workmen sift through burned-out wreckage in #3 hold on the Alcoa Planter, in photo showing some of the fire damage that wrecked the ship. Seafarer William Calefato sent the picture before the crew flew home.

# Transport Agencies Sift Joint Industry Problems

WASHINGTON—The big three Federal regulatory agencies are continuing regular sessions on mutual problems in the transportation field. Representatives of the Interstate Commerce Commission, the Civil Aeronautics Board, and the Federal Maritime Commission listed six problems as the most mutually urgent.

They are: jurisdictional problems in terminal pick-up and delivery services; divergent treatment and regulation of freight forwarders, brokers and consolidators; establishing joint and through rates between different forms of transportation; developing uniform financial and statistical reports as a guide to cost standards; simplification of rate-making and hearing procedures, and the need for collaboration on long-range research projects in transportation.

In February, the three agencies staked out mutual problems in four major areas and assigned staff members to work together on them. The four fields were containerization, joint rates, freight forwarding practices and possible uniform cost standards.

The joint sessions will continue at regular monthly intervals. They arose out of a suggestion by President Kennedy in his transportation message to Congress last year that there should be such get-togethers among the major regulatory agencies because of their overlapping functions.

Meanwhile, Sen. Estes Kefauver (D-Tenn.) chairman of the Senate Anti-Trust Subcommittee, has given all-out support to ICC's budget request for funds to establish an eight man "Economic Council" to participate in rail merger cases and other proceedings of broad importance. At the same time, he announced his intention to con-

tinue pressing for legislation that would put ICC's merger-approving power in abeyance, while pushing a full scale Congressional probe of "the whole approach to transportation mergers."

While these activities continued on Capitol Hill, the railroads were reported planning a 30 percent increase in some cases for their services, plus boosts up to \$10 per car for certain types of piggyback traffic. The ICC is expected to hold further public hearings on the increases, as shippers have already raised a storm of protest.

Earlier, amid claims of being hard-pressed financially, major railroads set off their biggest buying spree in eight years. They are expected to order some 60,000 freight cars worth \$900 million, compared to 1962 orders of almost half that number. Most current orders are for 70 and 100-ton freight cars which enable the railroads to give shippers special "incentive" rates. The buying spree was set off in part by new tax rules and by ICC rulings on bulk shipments in big, new cars.



# British Coastal Trade Is Also Taking Licking

LONDON—The undermining of American-flag shipping by moves to allow more foreign ships into the US domestic trades is paralleled by similar conditions in Britain, where the state of coastal shipping is described as "startling and terrifying."

A prominent shipbuilder used these words to note the state of domestic shipping affairs here, in seeking government protection for British shipping in the coastal trade. He stated that Dutch and German owners are operating a combined fleet of 2,000 miscellaneous vessels in the trade, while Britain's coastal fleet of trampships is down to 350, of which 100 are over 20 years old. The coastal ships are vessels of up to 2,000 tons deadweight.

Calling for government protection for British coastal operators, he contended that the foreign vessels have the advantage of lower operating costs, and that a good part of these savings are made at the expense of seamen's safety. A new type of Dutch coastal ship has been built for world-wide trading with no lifeboats or davits. British vessels, on the other hand, are required to have these as well as inflatable life-rafts.

The point was also made that the foreign ships bring no revenue to the country in which they trade, are a constant drain on the economy and then return to their home country for almost everything they need.

With the foreign-flag ships operating under highly favorable conditions, British shipowners are in no position to build new ships, so the

coastal fleet deteriorates further, thus aggravating the situation. Continental countries have already taken steps to protect their domestic trade, it was pointed out.

## Drydocked At Staten Island



SIU oldtimer William "Whitey" Jordan describes shipboard fall that landed him in the Staten Island (NY) marine hospital to SIU Patrolman "Red" Campbell, who was making the rounds last week to distribute weekly hospital benefits. Jordan had been sailing in the deck gang on the Santore (Ore).

## SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

### It's Your Health—Take Care Of It

One sign of emotional maturity is the capacity to reach a decision on the basis of the best evidence available. Sometimes this is easy; sometimes it's not. Sometimes the evidence is very clear; sometimes it's like betting the odds. Those who can accept the evidence and act on it are usually the more-successful people in their communities. Not all of them are consistent, though, and herein lies the problem.

George M. was a highly-successful executive. He could read a report and snap out a decision. He was a top man in his field. Yet when his physician told him his health was slipping, George began to hedge. He couldn't decide to change his way of life until nature did it for him. In the hospital he learned to make decisions for himself as well as for his business.

All problems aren't that simple. Mary Ann always had trouble with a stuffy nose. Once after this trouble was complicated by infection, she developed asthma. Allergy tests showed she was sensitive to feathers and cat hair. Getting rid of the feather pillow was no problem, but she didn't get relief. The next thing was obviously the cat. But the cat was a family institution.

Her mother temporized and the asthma persisted. Finally Mary Ann spent a week with a catless aunt. No asthma. Two days after she came home, the symptoms recurred.

Mary Ann's physician held a council of war and called for a decision. With the greatest reluctance, the cat went.



Most of us think we're being reasonable. But when we have to diet, give up smoking, get more sleep, take care of our diabetes, change some established habit, or otherwise alter our way of life, we have great difficulty.

Our readiness to accept these changes reveals much about us. When there's reasonable evidence and full explanation, a patient's failure to follow through frequently reveals much about his fundamental stability.

In Mary Ann's case, the cat episode revealed a whole world of insecurity, over-extended resources, and chronic, smouldering martial discord. This apparently-successful family was skating on very thin ice indeed. Their physician was able to steer the parents to a counsellor, and in time they resolved their differences.

Avoiding decisions or refusing to accept the consequences of them suggests that a person isn't

truly facing the facts. A cat isn't always convenient, and we may take our insecurities out on family, friends, or associates.

A patient often says, "Well, this doesn't affect anyone else, so why do you bother?" Since no man is an island unto himself, particularly if he has a family, there's good reason for others to care. Preventive medical advice is no good unless it's applied. The best medical care and treatment are useless unless heeded. The rugged individualist who needs no help — or thinks he doesn't — usually requires the most care when he is ill, even more when he's disabled. (Courtesy of Group Health Association of America, Inc., Dr. William A. MacColl, MD).

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

## SIU SOCIAL SECURITY BULLETIN BOARD

### SIU Welfare, Vacation Plans

Cash Benefits Paid — January, 1963

	CLAIMS	AMOUNT PAID
Hospital Benefits .....	8,577	\$66,222.93
Death Benefits .....	17	38,150.33
Pension-Disability Benefits .....	363	54,450.00
Maternity Benefits .....	49	9,725.80
Dependent Benefits .....	579	66,588.81
Optical Benefits .....	330	3,883.90
Out-Patient Benefits .....	4,338	37,760.00
Vacation Benefits .....	1,888	562,185.69
<b>TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD .....</b>	<b>16,141</b>	<b>\$838,967.46</b>

### SIU Clinic Exams—All Ports

January, 1963

Port	Seamen	Wives	Children	TOTAL
Baltimore .....	142	52	20	214
Houston .....	123	5	1	129
Mobile .....	96	11	16	123
New Orleans .....	341	15	15	371
New York .....	493	42	28	563
Philadelphia .....	29	20	10	59
<b>TOTAL .....</b>	<b>1,224</b>	<b>145</b>	<b>90</b>	<b>1,459</b>

### SIU Blood Bank Inventory

January, 1963

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston .....	7	0	2	5
New York .....	48½	40	28	60½
Philadelphia .....	49	0	0	49
Baltimore .....	63	0	1	62
Norfolk .....	15	0	0	15
Jacksonville .....	34	0	0	34
Tampa .....	6	0	0	6
Mobile .....	13	0	0	13
New Orleans .....	52	1	6	47
Houston .....	4	0	0	4
Wilmington .....	7	1	0	8
San Francisco .....	5	0	1	4
Seattle .....	15	1	0	16
<b>TOTALS .....</b>	<b>318½</b>	<b>43</b>	<b>38</b>	<b>323½</b>



## Norway Eyes Manning Cuts Via Joint Deck-Engine Gang

NORFOLK—While Japan spearheads the way to cutting the size of crews on shipboard by outright mechanization, the Norwegian Shipping Federation is studying the possibility of doing the same thing manually by utilizing deck and engine unlicensed personnel to work in either department.

The shipowner group looks upon the operation of the Wilhelmsen Line bulk carrier Troja that recently loaded some 16,800 tons of coal here at Hampton Roads as a big experiment in this direction. The theory is that a reduction in manning can be accomplished by using unlicensed seamen in a variety of deck and engine jobs and maneuvering them so they might handle a mooring line on deck and then turn to back in the engine room.

A study underway for the past year and a half is aimed at devising a manning scale for the deck and engine gang that could eventually mean the trimming of as many as six men from crews on ships of the Troja's class. There appears to be no similar experimentation as far as the steward department is concerned, at least not at the present time.

The shipping federation calls the whole idea a "rationalization study," according to a spokesman who was aboard the ship here. He conceded, however, that the proposal sounds simpler than it looks because of minimum manning requirements for safety needs in each department.

He pointed out that the "deck department has to have a minimum number of men for painting, mooring, loading operations and the like. The engine department has to be manned for peak activity also. At the same time, aboard any ship, any time, there are many unlicensed seamen idle."

To put an engine room wiper in the deck department would require he be taught the fundamentals of deck safety, of taking a turn of the wheel, of serving as lookout, of mooring, but such instruction could be given in a few hours, he concluded. It would be even simpler, in his view, to put a deck crewman in the engine room. Deck seamen would be given simple engine maintenance operations to perform and would be closely supervised.

In contrast to the Norwegian study is the push toward automation by Japan, a process that is costly at the start but which has cut manning on the Mitsui Line's new Kasugasan Maru to 35 men. A ship of her size would usually be operated by a 55-man crew.

The automation aboard this vessel extends to her deck, engine,

and electric systems, featuring remote control engine room machinery and centrally-supervised instruments. The wheelhouse has a remote control console that permits direct control of the engines by the watch officer.

Automation is also extended to

the fuel system and to electro-hydraulically driven deck machinery, along with six sets of auto-tension mooring winches that reduce the number of hands ordinarily used to dock a vessel her size. The Kasugasan Maru is an 8,425-ton flush decker.

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

By Sidney Margolius

#### Stereo? Monaural? Hi-Fi? \$60 Or \$400?

It's no longer a simple matter to buy a phonograph. Whether you are seeking one for yourself or as a gift, you walk into a store or look at the ads and you're swamped in a sea of strange new words and claims.

"Stereo" has become the big word in sound equipment. Stereo record players and radio receivers are being heavily promoted with no actual standards of quality they must meet. Stereo phonographs are advertised for as little as \$60. Yet, some hi-fi fans may spend \$200 just for an amplifier—one component of a stereo sound system.

Stereo is a system of surrounding you with sound from two or more speakers, as contrasted to "monaural" sound—from one speaker. The separate speakers, usually placed some distance apart, depending on the size of the room, provide (or are supposed to) a "live" effect. Each speaker brings you the different sounds from different directions, as you would hear them listening to an actual orchestra in a concert hall. (Hi-fi experts will kindly understand that this explanation is extraordinarily oversimplified.)

To receive stereo sound on radio you need both stereo receivers at home and stations in your area broadcasting stereo (which requires simultaneous AM and FM broadcasting.) Not all areas do have local stations providing this kind of broadcasting. But stereo records are available widely, and so are stereo record-players.

As a result of the pell-mell advertising with no standards of quality, many families now confuse stereo with high-fidelity. Hi-fi means, or should mean, good-quality reproduction electrically amplified. You can, of course, have high-fidelity reproduction with either monaural or stereo playing equipment, although stereo is considered to be a further development of hi-fi.

The moderate-price portable record players currently being sold as stereo, do have the necessary extendable speakers for separation (to "surround" you with sound). But the speakers usually are too small, and the other components often inadequate, to satisfy at least the more-expert listeners.

Some of the medium-price stereo console record players have larger speakers and other fair-quality components, although they may not have sufficient separation of the speakers for true stereo effect. These console stereo record players are available around the \$200 level.

Several manufacturers also have developed large portable record-players with specifications at least approaching the two goals of both high fidelity and stereo. Several of these sets are oversize portables. In fact, the record player and extended speakers are packaged in separate cases. These new oversize portables cost about \$125. (These prices are just for stereo record-playing equipment, and do not include stereo radio receivers.)

The record changers found on moderate-price players are reasonably satisfactory, like the late models of the V-M changers, found on many of the well-known brands of record players.

Quality of speakers, however, is likely to be less dependable, although improving. Large speakers cannot operate on higher tones; small speakers do not operate well on lower tones. Manufacturers try to solve this by providing speakers of varying size. Some of the larger portable phonographs provide as many as six speakers in two cabinets. You even can find \$60 portables sold by chains, such as Grant's, Bradford and Ward's Tru-Tone, providing three speakers.

However, numbers of speakers provide volume but not necessarily better quality. Nor is size necessarily dependable, since a manufacturer can extend the cone of a 4-inch speaker to 15 inches if he wants to. The size of the cone, and magnet, the voice coil and motor efficiency are all important. A high-quality speaker feels heavy because it usually has a heavy magnet and is housed in a thick wood cabinet to minimize vibration. (Put your palm against the large plane of a speaker cabinet to see if it vibrates when the volume is turned up.)

The only other alternative for families who want both stereo and really high fidelity is to buy good-quality components and have them assembled in a sound system. However, complete stereo systems, including radio receiver, are expensive because you need two of almost everything except a turntable (which experienced hi-fi fans prefer to the automatic record changers most of the rest of the public buys).

It is difficult to assemble a good-quality complete stereo system for even as much as \$400. A complete system requires a stereo FM-AM radio receiver, two speakers, a turntable, and turntable-cartridge.

Some discount houses and mail-order suppliers do offer pre-wired systems of components for under \$400. But these often have one or two high-quality components like a Harmon-Kardon receiver or the famous Garrard turntable, but lower-quality speakers or other equipment. This does not produce a balanced system—by which experts mean the same level of quality in all components so that lower-quality units do not nullify the high-quality components.

## ROU Reelects Union Officers

Members of the Radio Officers Union have reelected top officers in the union's 1962-63 balloting. The voting continues in office ROU General Chairman Andrew MacDonald and General Secretary-Treasurer Joseph P. Glynn.

In General Committee elections, the following were named:

New York, Edward F. Fitzgerald and Gustave Lawrence; Baltimore, Harold W. Falbee and Kenneth C. Bridgeham; Wilmington, Del., Lester E. Parnell, Harold E. Swan; New Orleans, Kenneth J. Wright and Joseph M. Penot.

A ten-man union balloting committee conducted the tally of all votes cast, as there were a number of candidates running for each office. The ROU is an affiliate of the Commercial Telegraphers Union, whose members serve on all SIU-contracted ships.

## Family Visits SIU Hall



Seafarer Alfonso Miranda-Febres and his family are on camera here in the New York SIU hall, while taking on some refreshment at the headquarters cafeteria. The children (l-r) include Dennis, 11; Jacqueline, 5, and Eileen, 2½. Miranda-Febres' last ship was the Azalea City (Sea-Land) in the deck department.

## Hope Sails To NY, Ends Peru Mission

SALAVERRY, Peru—High-ranking government, civic and church leaders were among the 20,000 Peruvians who turned out here on March 1 to bid bon voyage to the US medical ship Hope manned by SIU Pacific District seamen.

The dignitaries and local population heaped plaudits on the ship, her medical team and the Pacific District crew who just completed a ten-month stay here to provide treatment and teach modern medical techniques to Peruvian hospital and medical practitioners.

A medical team of 65 doctors, nurses and technicians on the Hope put special emphasis on teaching the importance of personal hygiene. The Hope is due to enter New York Harbor on March 11 and will be met by an escort of tugs and fireboats with whistles at full blast.

When the ship docks, more ceremonies will be held in recognition of SS Hope Week, declared by Mayor Robert F. Wagner of New York, beginning the week of March 10. After paying off in New York, the crew will return to the West Coast, while the future of the Hope is a little less definite.

There are indications that after a complete overhaul she will be recrewed and head for the West Coast of Africa on another mercy mission. On her previous missions to Indonesia, Viet-Nam and Peru, the medical teams performed thousands of operations, with a huge saving of human life. The Hope, a converted Navy hospital ship with 230 hospital beds, laboratories and classroom facilities aboard, is sponsored by the "People-to-People Foundation" in Washington. The unlicensed personnel includes 139 crewmembers from the Sailors Union of the Pacific, Marine Firemen's Union and the Marine Cooks & Stewards. The ship sailed from San Francisco to Peru almost a year ago.

**DIGEST OF SIU MEMBERSHIP MEETINGS**

**NEW YORK, Feb. 4—**Chairman, Earl Shepard; Secretary, Freddie Stewart; Reading Clerk, Angus Campbell. Minutes of all previous port meetings accepted. Port Agent's report on shipping, need for upgrading in deck and engine ratings was accepted. President reported on conclusion of ILA strike, results of MC&S election, LOG reprint of SIU constitution, Bull Line operations, AFL-CIO meetings in Miami, Bonner bill for seamen's physical exams, Canadian beef, NY printer's strike and administrative changes at headquarters. Report carried. Secretary-treasurer reported on Union properties and funds, forthcoming election of SIUNA convention delegates and quarterly financial committee. Report accepted. Welfare services report presented. Report of appeals committee re John Cole presented. Meeting excuses referred to Port Agent. Auditor's reports presented. Discussion in good and welfare on SIU organizing. Total present: 455.

**PHILADELPHIA, Feb. 5—**Chairman, Frank Drozak; Secretary, Steve Zubovich; Reading Clerk, Charles Stansbury. Minutes accepted of all previous port meetings. Executive Board minutes of Dec. 17 presented. Port Agent reported on shipping, Bull Line operations, status of blood bank. Report accepted. President's January report accepted. Secretary-Treasurer's report for January accepted. Appeals' committee report re John Cole presented. Auditor's reports accepted. Motion under new business regarding Canada SIU-Upper Lakes Shipping beef was not put to a vote for lack of a second. Motion regarding lay-up of SS Massmar in Baltimore during ILA strike defeated after discussion. Several questions regarding repairs to building were answered during good and welfare. Total present: 97.

**BALTIMORE, Feb. 6—**Chairman, Rex E. Dickey; Secretary, John Taurin; Reading Clerk, Tony Kastina. Minutes of all previous port meetings accepted, Dec. 17 Executive Board minutes presented. Report by port agent on shipping and need for up-to-date welfare beneficiary cards was accepted. President's report and Secretary-Treasurer's report for January were accepted. Report of appeals' committee re John Cole was presented. Various meeting excuses accepted under communications. February information report from headquarters accepted. Auditor's reports accepted. Motion carried under new business to notify all local newspapers regarding SIU assistance to MTD in regard to exchange of Cuban prisoners. Discussion in good and welfare on importance of filing all welfare claims properly and completely, and on obtaining a master's certificate when leaving a vessel. Total present: 385.

## Need W-2 Form? Send SS Number

Seafarers writing to SIU headquarters or the SIU Vacation Plan, 17 Battery Place, New York 4, NY, regarding W-2 forms on their vacation benefits are reminded to be sure to send in their Social Security account numbers when they write in. Although the forms went into the mail some weeks ago to the last known address of Seafarers who received benefits for 1962, many have been returned for lack of a forwarding address. SIU men can speed receipt of their W-2 forms if they supply a complete forwarding address plus their Social Security numbers.



# CLOSE-UP BALTIMORE SIU HALL



Checking on his eligibility for new \$800 SIU vacation benefit, Seafarer **Thomas Smith** of the black gang (left) gets the latest lowdown from **Bennie Wilson** behind the vacation and welfare services counter in the Baltimore hall.



Making a careful shopping choice at well-stocked "Sea Chest" store on main deck of the hall, two Seafarer-shoppers look around for a few possible additions to their gear lockers. **John DeMarco**, engine (center), checks over a new gimmick in jack-knives. At right, **Sidney A. Garner**, steward, looks about to make a buy on a shirt.



Spic-and-span barber shop was the scene of this "once over lightly" for Seafarer **David Nelson**, with barber **John Battaglia** in command of the tonsorial equipment. Baltimore shop has busy traffic between hourly job calls.



"Tippy" on the right was the center of attraction for a while during a get-together between SIU oldtimers **Sandy Sanderlin**, deck, and **G. Davison** of the engine department. "Tippy" is a secret pal of TV's famous "Lassie."



Job registration counter in Baltimore finds Seafarers **Carlton A. Roberts**, deck (left), and **Isidro Gonzalez**, steward, on hand to check out latest reports on shipping. "How's shipping" is the perennial query to the dispatcher, so the situation here follows the same pattern as other ports. While waiting, Gonzalez gives the cameraman a chance at his profile.



A couple of Seafarers get set to have a little mild recreation, as **Clarence Brockett**, deck (left), and **Bela Szupp**, engine, prepare to lag off and see who plays first. Shuffleboard, TV, etc., help pass the time of day.



At dispatch counter, SIU patrolman **Paul Gonsorchik** uses his ample lung power to announce jobs posted for the hourly shipping call. A group of Seafarers nearby lends an ear, hoping to catch one of their favorite ships, runs or "good feeders" that call regularly at the port. Baltimore, Mobile, New Orleans and New York are listed as major SIU ports.

More On Tinsplate --

# Steel Co's Offer Deals As Hedge Against Strike

PITTSBURGH—"Buy now, pay later" has lately become the motto of several steel companies.

With the possibility of contract negotiations beginning in May, companies that produce can-making tinsplate are offering to let customers delay payment on any extra steel they buy so they can build inventories as a hedge against a strike next summer by the United Steelworkers.

Tinsplate buyers are being told they can buy now to build a stockpile, and pay when the material is used instead of on delivery as is the usual practice. Similar offers have been made by the steel companies previously when there was the chance of a strike.

The current steel labor agreement can be reopened any time after April 30, but the union is not hinting yet on what it intends to do regarding the contract.

The steel companies' offer of payment delays will apply only if agreement with the union is not reached by May 1, and only for steel delivered after that date, since the union cannot strike until 90 days after the reopening date of April 30.

Tinsplate cargoes are of special

interest to shipping because such shipments move largely by rail, thanks to another in a series of selective rate cuts by transcontinental railroads which went into effect on February 1.

The latest rate cut has sparked the start of an inquiry by the Interstate Commerce Commission into rail rate structures, following a protest by the AFL-CIO Maritime Trades Department. The MTD said the reductions were designed to cut further into tinsplate cargoes handled by US ships in intercoastal trade.

Through rate cut maneuvers over the past ten years, the coast-to-coast railroads have taken over most of the traffic in tinsplate that used to move by water.

## Georgia-Bound



Seafarer Fred R. Hicks, steward, flashes check for \$1,035.63 in SIU vacation pay after winding up year-plus voyage on the Rocky Point (Bull). He picked up family in Norfolk and then headed south for vacation in Georgia.

# Seafarers Defying Odds On Smoking

If SIU men's comments in the LOG's "Inquiring Seafarer" are any index to US smoking habits, they are at odds with the latest death-risk figures published on cigarette smoking.

The majority view on smoking expressed by Seafarers in the last issue of the LOG (Feb. 22) clashes head-on with the findings of the "Medical Bulletin On Tobacco" published last month. This publication is sponsored by the American Public Health Association, American Heart Association, American Cancer Society and the National Tuberculosis Association.

It estimated that American men aged 35 run a 27 to 41 percent risk of dying before age 65 if they smoke cigarettes.

Non-smokers over 35 run a 23 percent death-risk before 65, while cigar and pipe smokers run a 25 percent risk, the "Bulletin" said. But for cigarette smokers the future is much dimmer, according to the published estimates.

The "Bulletin" said the death-

risk before 65 if you smoke less than a half-pack daily is 27 percent, and for one-half to one pack a day, 34 percent. For one to two packs daily, the odds rise to 38 percent, and for two or more packs daily to 41 percent.

A tiny sample of Seafarers' smoking habits, taken when Seafarers were queried on the subject a few weeks ago, showed that four out of five were confirmed cigarette smokers, regardless of cancer warnings. Most of them were waiting to be shown that smoking causes cancer, or anything else.

In two instances, Seafarer Mario G. Lopez, 57, said he had been smoking cigarettes mostly since he was 12, and Karl K. Knudsen stated he'd been lighting up smokes regularly for 40 years. Knudsen said his father not only smoked tobacco but chewed it—and lived to be 85.

Whether the just-published "Bulletin" figures will change their views remains to be seen, unless it's that Seafarers can count on special help from the fresh salt air they take in each time they hit open water on a long voyage.

## Bonner Bill

(Continued from page 3) group is sitting in on the hearings at the present time.

An unexpected development at the outset of the hearing Tuesday was the disclosure that both Labor Secretary Willard W. Wirtz and Commerce Secretary Luther H. Hodges had asked to defer their testimony on the proposal. They asked to appear after the committee has heard full testimony from non-Government witnesses.

In a letter to the committee chairman, Sec. Hodges stated that the Labor Secretary and himself "believe it would be desirable to defer submission of a Departmental report pending further study" to the bill. Secretary Wirtz has previously indicated his opposition generally to compulsory arbitration in labor-management disputes.

## SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

### Basic Rules For Preparing Fruit

It has been pointed out that fruits—fresh, canned and dried—should be used whenever possible to make shipboard meals more appetizing and healthful. Serving fruit offers no special difficulties, but there are several basic rules which should be noted to aid in their preparation and serving.

Canned fruits present few problems, since they come from the can for the most part already cooked, seasoned and ready to eat. A quantity of the fruit's juices is included, as in canned pears or peaches. This should not be wasted but should be served along with the fruit itself. If there is any left over, it can be used for flavoring other dishes or for some special purpose, such as in baking a cake.

#### Fresh Fruits

Fresh fruit preparation aboard ship requires somewhat more effort to prevent waste and add to palatability, but this is well worth the trouble for the extra zest that is added to meals.

In paring fruit, for instance, as little as possible of the pulp should be removed with the skin. The pulp is the edible portion of the fruit and often the most delicious portion is right next to the skin. The parings should therefore be as thin as possible. If they are thick, food values will be lost.

Any other operation, such as coring in the case of apples, should be done carefully to avoid waste while still removing all the indigestible or unpalatable portions of the fruit.

Citrus fruits, such as oranges, grapefruit and lemons, are almost always served raw. They are very seldom cooked except in some instances for use as flavoring or garnishing. Other fruits, such as pears, grapes, peaches, bananas and most berries, are also usually served raw. In the raw state these fruits provide more of the nutritious elements needed by the body than when they are cooked.

In cooking fresh fruits such as apples, you must take care to preserve their food values. They should be cooked as quickly as possible in a small amount of water. The juice from these fruits should always be served, since it contains many nutrients and is appetizing besides.

#### Dried Fruits

Dried fruit is cooked both to restore the moisture content and improve its flavor. Before cooking, dried fruit should be soaked until it returns to approximately its original size. It should be simmered rather than boiled until it is tender. Simmering preserves the flavor, food value, shape and color to a greater degree than boiling. Sugar may be added if a sweet dish is desired as a dessert.

Dried fruit should be served in moderate portions, and some of the liquid in which it is cooked should be included with each serving. The fruit may be used at breakfast or as a dessert for lunch or dinner. Many dried fruits may also be used to advantage for sauces or in pies. There are many interesting ways of serving them, so full advantage should be taken of all possible methods of preparations.

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

# 2 Seafarers Retired On Pension \$s

Two more veteran Seafarers have been added to the ranks of oldtimers receiving the benefits of the SIU Pension Plan after a combined total of nearly 65 years on the high seas.

The pair includes Marcellus Van Ryswyk, 74, and Samuel N. Hurst, 59, who have just begun to receive the \$150 monthly pension benefit. Their addition to the pension list



Hurst



Van Ryswyk

brings the total number of SIU men retired on pensions so far this year to 13.

Van Ryswyk, born in the Netherlands, ended his career as a deckhand of 43 years' sea service on the Atlantic (Banner) in 1959 and had been ill since that time. An SIU member since 1944, he and his wife, Nellie, make their home in Massachusetts.

After shipping out for over 20 years, Hurst, a native of Georgia, paid off the Westchester (Southern) last November. He joined the SIU at New York in 1948 and sailed in the deck department. He lives in Savannah.

## Type Minutes When Possible

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

## US Literacy Rate Rises

WASHINGTON — Organized labor, which historically has fought for free education in the United States, can take some measure of credit for the low illiteracy rate just reported by the Bureau of the Census.

In 1900, there were 11.3 illiterates out of every hundred persons in the United States. Today the rate is only 2.4 percent.

In nine states, the average was less than one in 100, with the lowest rate—0.7—in Iowa. Other states with rates below one percent were South Dakota, Nebraska, Kansas, Idaho, Wyoming, Utah, Washington and Oregon.

At the other end of the scale were nine states where as many as one out of 25 were illiterate. The highest percentage was 6.3 in Louisiana. The next eight states were: South Carolina, 5.5; Hawaii, 5.0; Mississippi, 4.9; Georgia, 4.5; Alabama, 4.2; Texas, 4.1; and New Mexico and North Carolina each with 4.0.

**MOUNT MCKINLER (American Tramp), Dec. 8—Chairman, Walter Chipman; Secretary, William Cruikshank.** Crew requested to cooperate and return all soiled linen, and to keep washing machine in good working condition. One oiler taken off ship for medical treatment after injury.

**WESTHAMPTON (Bull), Oct. 15 — Chairman, R. Sanderlin; Secretary, R. Hebert.** No beefs reported by department delegates. Motion to install ice-making machine aboard vessel. R. Sanderlin elected as new ship's delegate. Crew asked to keep messhall clean.

## DIGEST of SIU SHIP MEETINGS

**ORION STAR (Orion), Nov. 4—Chairman, F. Ruf; Secretary, J. Secura.** \$11.20 in ship's fund turned over to J. Secura. No beefs reported by delegates. F. Ruf elected to serve as ship's delegate. Vote of thanks to entire steward department.

**DEL VALLE (Mississippi), Nov. 4—Chairman, William Stevens; Secretary, N. Pat Rogas.** Chief electrician Oscar Manifold, was elected to serve as ship's delegate. Suggestion made to have all crewmembers wear buttoned shirts in messhall.

**LOSMAR (Calmar), Dec. 8—Chairman, C. F. Kane; Secretary, Raymond Obidos.** \$37.00 in ship's fund to be left with SIU patrolman in the event the ship lays up. When the vessel comes out of lay-up, or crews up again, fund will be returned to vessel. No beefs reported.

**STEEL ARTISAN (Isthmian), Dec. 11 —Chairman, Roberts Rivera; Secretary, Gus Lopez.** Beef on restriction to ship in Port Said. No sailing board was posted and there was no launch service. \$20.81 in ship's fund. Something should be done about rusty water in water cooler. Request that dryer be installed in the fidley for the crew. New fans needed in some rooms.

**CITIES SERVICE NORFOLK (Cities Service), Dec. 14—Chairman, William Morris, Jr.; Secretary, L. Chapman.** No beefs reported. Vote of thanks to deck delegate J. H. Hunt. \$1.01 in ship's fund. L. Chapman elected new ship's delegate. Crew requests change to better brand of coffee and toilet tissue.

**INES (Bull), Dec. 28—Chairman, O. C. Bailey; Secretary, Philip Jacobbs.** Bosun hospitalized in Cadiz, Spain. Gil Regal elected as deck delegate. No beefs reported. \$6.38 in ship's fund. Vote of thanks given to steward department for Thanksgiving Dinner. Steward thanked crew for cooperation during trip.

**ORION HUNTER (Orion), Nov. 12—Chairman, Chester Makuch; Secretary, Francis L. Gooley.** Ship's delegate reported that except for a few minor beefs, all is coming along fairly well. All disputed OT will be straightened out.

**MANKATO VICTORY (Victory Carriers), Dec. 2—Chairman, G. Flowers; Secretary, J. J. Cabral.** No beefs reported by department delegates. Balance of \$11.30 in ship's fund. Bosun to raffle off radio on arrival for \$2 per chance. \$30 will be given to the ship's fund for TV set in recreation room. Ship's delegate reported that dispute involving chief mate was straightened out in New York and everything is running smoothly. Deck department extends its thanks for action in this dispute.

**JEAN (Bull), Nov. 13—Chairman, Norman Tober; Secretary, James Jones.** No beefs reported by department delegates. Vote of thanks to the night cook and baker for job well done.

**AZALEA CITY (Sea-Land), Nov. 20 —Chairman, W. L. Hammock; Secretary, John Coyne.** \$5.60 in ship's fund. No beefs reported by department delegates. Crew asked not to leave coffee mugs on deck.

**FLOMAR (Calmar), Nov. 4—Chairman, P. Jeffers; Secretary, T. A. Jackson.** Motion made to have wooden lockers put in all deck department rooms. Complaint made that there isn't enough hot water. Ship's delegate reported all departments have been holding safety meetings, and found some unsafe conditions. \$8.00 in ship's fund, which will be given to the crew messman and the crew pantryman.

# COPE REPORT



## AFL-CIO COMMITTEE ON POLITICAL EDUCATION

The AFL-CIO has launched its 1964 register and get-out-the-vote campaign, with the initial drive aimed at liberalizing and modernizing state laws and setting up registration committees in every local union in the country.

The administrative committee of the Committee On Political Education, meeting at Bal Harbour, Fla., during the recent AFL-CIO Executive Council sessions, reviewed the 1962 campaign, which it found "most encouraging." It set up initial plans for the 1964 drive, however, on the basis of registration statistics indicating that the voting record must be improved for next year's elections.

Noting that there are complicated, restrictive and archaic laws in many states — often designed to hold down the number of people who go to the polls—the committee planned to seek changes in state laws this year, when most legislatures are in session.

The drive to modernize registration laws also includes the AFL-CIO's priority directive to its state central bodies to speed approval of the proposed constitutional amendment banning the poll tax. In addition to the legislative approach, the COPE administrative committee recommended that all international unions amend their constitutions to require a registrar or registration committee in each local union charged with the job of registering members, wives and children of voting age.

The committee pointed out that over 25 percent of trade union members move every year, and making sure that all are registered properly is a major task. Part of the 1964 drive will be concentrated

on getting workers who move to register as quickly as possible in their new locations.

The committee reported that it had collected \$657,954 in 1962 for the register-and-vote campaign and had spent \$654,091 during the year. The report also stressed the difficulty in getting accurate statistics on registration and said COPE would seek to improve state laws in this respect also.

A major problem with state registration laws, it was indicated, is that the times and places of registration are sharply limited and tend to discriminate against working people. Proposals to make registration easier in terms of time and place are among the principal targets of the legislative drive.

The committee noted that a proposal before the Wisconsin legislature, urging a system of door-to-door registration, is being opposed by the "Milwaukee Sentinel." Observing that while in many areas the daily press urges register-and-vote campaigns, it does not always support them when legislation is proposed, COPE added.

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The opportunity is here this year to bury the poll tax once and for all. Still effective in five states, the tax forces payment by a citizen for the right to vote. Congress passed an anti-poll tax bill as a proposed constitutional amendment last year, but it must be ratified by 38 state legislatures to become law.

All but three state legislatures—Kentucky, Mississippi and Virginia—are in session this year. Write to your state senator and/or representative urging his support of the anti-poll tax amendment.

# LABOR ROUND-UP

The United Labor Council of Lawrence County pulled the Red Cross community blood bank out of a hole with a spectacular success at Bedford, Indiana, when 205 pints of blood were necessary to bring the bank up to par. Council volunteers built a blood donor pledge booth with donated lumber, which all local unions took turns manning. By the deadline, after a six-inch snowfall, and a temperature drop to 17 degrees below zero, the Labor Council proudly told the Red Cross they were over the quota with 235 pints of blood.

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The National Association of Letter Carriers has been notified that letter carriers can wear beards if desired. Notification came about when the Wayne, Michigan, postmaster said Carrier Ronald Kilasinski couldn't wear a beard. The order was appealed by the president of Branch 2992, NALC, who contended that nothing in postal regulations stated you can't wear a beard. The Post Office officially backed him up, closing the matter.

~ ~ ~  
A new "first" in labor contracts has been claimed by Local 117 of the International Union of Operating Engineers via an agreement with a Department of the Army installation at Memphis, Tenn. The one-year contract includes a grievance procedure, recognized steward system, five-day week, seniority rules to guide overtime assignments and vacation choices, temporary supervisory appoint-

ments from the top of the promotion register, consultation on job reclassifications and a joint safety committee . . . Harvey Gantt, the first Negro to enroll at Clemson College, South Carolina, is also the first to get the James Meredith \$1,115 scholarship from the Community and Social Agency Employees, Local 1707, American Federation of State, County and Municipal Employees. The scholarship is specifically designated for a Negro student seeking education in an integrated school in the South. It is named after Meredith who registered at the University of Mississippi in the Fall of 1962 under great political pressures.

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The Lumber and Sawmill Workers Union, a division of the United Brotherhood of Carpenters and Joiners of America, has accepted arbitration in its strike against the Kimberly-Clark and Spruce Falls Power & Paper Companies in Kapuskasing, Ontario. This ended a 33-day strike which saw three strikers killed, nine wounded, 19 scab woodcutters charged with non-capital murder and 237 strikers charged with rioting when they fought the strikebreakers who had killed three union members . . . It took 33 years for the Motion Picture Operators union in Portland, Ore., to convince the Third Avenue Burlesque Theater to sign a contract, but the Multnomah County Labor Council has finally removed it from its "unfair" list.

# 'Try It--What've You Got To Lose?'



Once again an attempt has been made to introduce compulsory arbitration into labor-management relations in the maritime industry. Rep. Herbert C. Bonner, chairman of the House Merchant Marine Committee, has submitted a bill (HR 1897) that would put maritime labor-management relations under a new Title X of the 1936 Merchant Marine Act. It would set up extensive machinery and procedures for fact-finding, mediation, conciliation and, finally, compulsory arbitration in contract disputes.

Hearings on the bill got underway this week, and several subsidized shipowners have presented their views to the Bonner Committee. All of them go for the compulsory arbitration bit.

There is nothing surprising about this position because subsidized operators in the main, long ago indicated that they have been willing to abdicate the responsibilities that should be management's own, and are quite willing to pass on decision-making authority with respect to their bargaining problems.

This type of thinking is one of the ills that has been weakening the condition of the American maritime industry for some time.

This year is not the first time that an attempt has been made to destroy free collective bargaining in maritime. In 1955, Congressman Bonner proposed legislation that would have established a Federal board with control over collective bargaining.

The Seafarers International Union of North America and all of its affiliated unions vigorously opposed this effort to strip the seafaring unions of their freedom to bargain with the shipowners. The SIU at that time pointed out that the proposals would lead to bureaucratic control over a basic union right, and that it would not cure any of the ills from

which the American merchant marine was suffering.

This union position has not changed. The presently-proposed legislation would place free collective bargaining in exactly the same jeopardy as did the 1955 proposal.

The American maritime industry is plagued by a great many critical problems, each of which requires an intensive, honest and open study if these problems are to be licked.

However, the view that the answer to these problems will come from replacing free collective bargaining with compulsory arbitration is not only contrary to the freedom that is essential to sound labor-management relations—it is unrealistic as well.

If those who seek to put an end to freedom in bargaining are successful in achieving compulsory resolution of all complex issues, this will have the effect of sweeping all of the many problems of the industry right under the rug. This will not improve the condition of American shipping.

The idea of government enforcing or imposing decisions arbitrarily upon any section of our free community is totally repugnant to our democratic concepts. This may sound like corn, but it is a fact of our life. The SIU does not believe that the proponents of continuing the system that has made our country the greatest place in the world to live in are ready to concede that it is time to change our ideals.

No democracy, or any of its parts, is a perfect machine. But this fact does not dim its attraction as an institution to those who value freedom. This is why the advocates of compulsory arbitration are embarked on a course which presents a dangerous and unhealthy precedent.

# SIU ARRIVALS and DEPARTURES

All of the following SIU families have received a \$200 maternity benefit, plus a \$25 bond from the Union in the baby's name, representing a total of \$3,800 in maternity benefits and a maturity value of \$475 in bonds:

Lidia Leonard, born December 4, 1962, to Seafarer and Mrs. Eugene P. Leonard, New Orleans, Louisiana.

Shaun Lee, born December 30, 1962, to Seafarer and Mrs. Archie B. Lee, Pine Bluff, Arkansas.

Victor J. Jacks, born January 26, 1963, to Seafarer and Mrs. Edward J. Jacks, Jr., El Campo, Texas.

Cynthia Peterson, born January 6, 1963, to Seafarer and Mrs. Henry Peterson, Mobile, Alabama.

Donald A. Werns, born December 27, 1962, to Seafarer and Mrs. Harold Werns, Milwaukee, Wisconsin.

Kevin Schultz, born January 14, 1963, to Seafarer and Mrs. Henry Schultz, Bronx, New York.

Hilda Slaman, born January 29, 1963, to Seafarer and Mrs. John Slaman, New York, New York.

Susan Tracy, born January 22, 1963, to Seafarer and Mrs. Wesley J. Tracy, San Francisco, California.

Rita Karen Utley, born February 9, 1963, to Seafarer and Mrs. Richard P. Utley, Alta Loma, Texas.

Jessie Salinas, born January 24, 1963, to Seafarer and Mrs. Johnnie Salinas, Galveston, Texas.

Cathleen Sherpinski, born January 9, 1963, to Seafarer and Mrs. Charles Sherpinski, Baltimore, Maryland.

Linda Painter, born January 16, 1963, to Seafarer and Mrs. Paul L. Painter, Laurinburg, North Carolina.

Liso Jo Jarrell, born December 28, 1962, to Seafarer and Mrs. McConley Jarrell, Bandytown, West Virginia.

Margery Cambrono, born January 12, 1963, to Seafarer and Mrs. Isais Cambrono, New Orleans, Louisiana.

Kenneth Laughlin, born December 24, 1962, to Seafarer and Mrs. Kenneth Laughlin, Gretna, Louisiana.

Keith Murray, born December 30, 1962, to Seafarer and Mrs. Fred E. Murray, Newport News, Virginia.

Vickie Yvonne Pound, born February 3, 1963, to Seafarer and Mrs. Victor C. Pound, Silverdale, Washington.

Olga Rebecca Guerra, born February 4, 1963, to Seafarer and Mrs. Cesar A. Guerra, New Orleans, Louisiana.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$24,000 in benefits was paid (any apparent delays in payment of claim is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates):

Eugene Urbaniak, 47: Brother Urbaniak died of a heart attack while aboard the SS Detroit on January 29, 1963. He began sailing with the SIU in 1943 and shipped in the engine department. He is survived by his wife, Helen T. Urbaniak, of Brooklyn, NY. Total benefits: \$4000.

Charles H. Cummings, 56: A fractured skull caused the death of Brother Cummings in New Orleans, La., on January 25, 1963. An SIU member since 1942, he sailed in the engine department. He is survived by his wife, Myrtle Cummings, of New Orleans. Burial was at Greenwood Cemetery, New Orleans. Total benefits: \$4000.

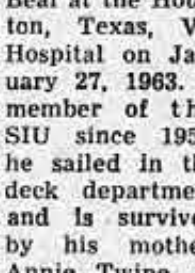
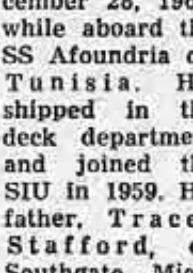
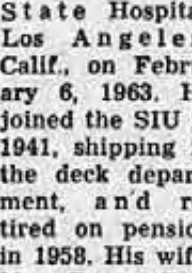
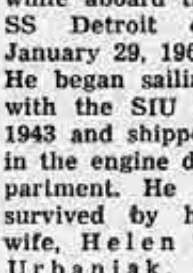
Raymond D. Stafford, 32: Brother Stafford was lost at sea on December 28, 1962, while aboard the SS Afoundria off Tunisia. He shipped in the deck department and joined the SIU in 1959. His father, Tracey Stafford, of Southgate, Michigan, survives. Burial was in Michigan. Total benefits: \$4000.

David E. Russell, 64: Heart disease was fatal to Brother Russell at his home in the Bronx, NY, on February 6, 1963. An SIU member since 1944, he shipped in the steward department and retired on pension in 1961. His wife, Gwendolyn Russell, of the Bronx, survives. Burial was at Woodlawn Cemetery in the Bronx. Total benefits: \$4000.

Jullanna Harrington, born February 10, 1963, to Seafarer and Mrs. Arthur Harrington, South Boston, Massachusetts.

Dollah Ben, 69: Brother Ben died of pneumonia at the Metropolitan State Hospital, Los Angeles, Calif., on February 6, 1963. He joined the SIU in 1941, shipping in the deck department, and retired on pension in 1958. His wife, Mrs. Emma Ben, of Los Angeles, survives. Burial was at Woodlawn Cemetery, Los Angeles. Total benefits: \$4000.

Ellsworth L. Beal, 37: A lung ailment proved fatal to Brother Beal at the Houston, Texas, VA Hospital on January 27, 1963. A member of the SIU since 1959, he sailed in the deck department and is survived by his mother, Annie Twine, of South Norfolk, Va. Burial was at Chesapeake Cemetery, Norfolk. Total benefits: \$4000.



## 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:

- |   |  |
|---|--|
| <p><b>USPHS HOSPITAL BRIGHTON, MASS.</b></p> <p>Robert Davis<br/>Edward Farrell<br/>Lindley McDonald<br/>Levi Middlebrook</p>   | <p>Angelo Polatos<br/>Charles Robinson<br/>Sherman Shumate</p>   |
| <p><b>USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA</b></p> <p>Edward Atkins<br/>Harry Baum<br/>Arthur Caruso<br/>Franklin Haight<br/>Robert Henley<br/>Bobie McMichael<br/>Norman Mendelson</p>   | <p>Robert Nielsen<br/>Jerome Pine<br/>Casmir Rinius<br/>Uldarico Replada<br/>Jack Stewart<br/>Joseph Savoca<br/>Calvin Wilson</p>  |
| <p><b>USPHS HOSPITAL NORFOLK, VIRGINIA</b></p> <p>Louis Baxter<br/>Robert Beale<br/>Eddie Game<br/>H. E. Jackson<br/>Earl Lewis</p>   | <p>William Pierce<br/>Ollie Purdy<br/>Robert Staplin<br/>Wiley Stricklin</p>   |
| <p><b>USPHS HOSPITAL SEATTLE, WASHINGTON</b></p> <p>Carlos Travieso</p>   |  |
| <p><b>USPHS HOSPITAL GALVESTON, TEXAS</b></p> <p>Edward Boyd<br/>Isham Beard<br/>Nopoleon Blanchard<br/>John Crosswell<br/>Clayton Frost, Jr.<br/>Francis Greenwell<br/>Stokes Harrison<br/>Allison Herbert<br/>H. Lorette, Jr.<br/>August Mussman<br/>Leonard Martin</p>   | <p>Robert Mays<br/>Knutte Olsen<br/>Joseph Pringer<br/>Wesley Palmer<br/>Alvie Rushing<br/>John Rawza<br/>Emerson Spaulding<br/>Frank Mary<br/>Edward Usery<br/>Emanuel Vatis<br/>Lyndong Wade</p>   |
| <p><b>USPHS HOSPITAL SAVANNAH, GEORGIA</b></p> <p>O. Ames<br/>T. Beatrous<br/>Sheldon Butler<br/>John Epperson<br/>Malcolm Foster<br/>L. Gillain<br/>A. W. Gowder<br/>R. C. Grimes</p>  | <p>Carl Jones<br/>Joseph Miller<br/>Rudolph Poletti<br/>B. E. Stockman<br/>Austin Kitchens<br/>William Morris<br/>James Woods</p>  |
| <p><b>USPHS HOSPITAL STATEN ISLAND, NEW YORK</b></p> <p>Adelbert Arnold<br/>Otho Babb<br/>John Barone<br/>Frank Bradley<br/>John Burke<br/>James Case<br/>Diego Cordero<br/>Rosco Copenhagen<br/>Thomas Cox<br/>Edward Czomowki<br/>James DeVito<br/>Adrian Duracher<br/>Willie Edwards<br/>Steve Ericsson<br/>Wong Fah<br/>Frank Gallich<br/>Demetrios Grivas<br/>Walter Grohulski<br/>Jerry Intontli<br/>Gordon Kanady<br/>Harry Ledbetter</p>  | <p>Ramon Maldonado<br/>John Olsary<br/>Jack Olsen<br/>Anthony Oro<br/>Oscar Ozer<br/>Metro Palubniak<br/>Fred Peterson<br/>Theodore Phillips<br/>George Pilgras<br/>Thomas Pilkington<br/>Manuel Rial<br/>Chester Ronda<br/>P. G. Salino<br/>James Samuel<br/>Jeffrey Sawyer<br/>Joseph Smith<br/>William Smothers<br/>James Stripp<br/>William Vaughan<br/>Julian Wilson<br/>Yu Song Yee</p>  |
| <p><b>USPHS HOSPITAL NEW ORLEANS, LOUISIANA</b></p> <p>Blair Allison<br/>Samuel Anderson<br/>Emit Ardoin<br/>Charles Baker<br/>Rodney Bennett<br/>Joseph Boucher<br/>Louis Brown<br/>Mallory Coffey<br/>E. Constantino<br/>Ewby Crawford<br/>Thurston Dingle<br/>Harry Emmett<br/>Natalie Favaloro<br/>John Fontan<br/>Eugene Gallaspay<br/>John Guidry<br/>Frank Halem<br/>Leo Hannon<br/>Richard Harris<br/>Albaro Hernandez<br/>Howard Herring<br/>Charles Hickox<br/>Sidney Irby<br/>James Jackson<br/>Frank James<br/>Steve Kollna<br/>Robert Lowe<br/>Kenneth MacKenzie<br/>Luther Mason<br/>Anthony Maxwell<br/>John McCastlin<br/>Norman McDonald</p> | <p>Arnold Midgett<br/>Rosendo Mora<br/>Melvin Morton<br/>J. D. C. Moser<br/>James Moyles<br/>James Noonan<br/>William Roach<br/>Calvin Rome<br/>Tage Roslund<br/>Aubry Sargent<br/>Vernon Sawyer<br/>Hans Schmidt<br/>Clarence Scoper, Jr.<br/>Wade Sexton<br/>William Simmons<br/>Clement Stann<br/>Richard Stewart<br/>Francis Strik, Jr.<br/>Albert Stout<br/>Luclen Theriot<br/>Thomas Tighe<br/>Harvey Thomas<br/>Roy Tillman<br/>Robert Trippe<br/>Joseph Vanacor<br/>William Wade<br/>James Walker<br/>William Walker<br/>Roy Washburn<br/>Roland Wilcox, Jr.<br/>Chris Williams<br/>John Williams, Jr.</p> |
| <p><b>USPHS HOSPITAL BALTIMORE, MARYLAND</b></p> <p>Charles Adams, Jr.<br/>Ailred Biksuar<br/>Charles Browne<br/>George Gass<br/>Robert Kennedy<br/>Jose Lopez<br/>Peter Losado<br/>Edward Mello<br/>John Murphy<br/>Navitsky Philip</p>  | <p>Charles Payne<br/>James Payne<br/>Calvin Price<br/>James Shipley<br/>Paul Strickland<br/>John Syniewski<br/>Samuel Tate<br/>Adrian Torres<br/>Clyde Ward<br/>James Webb</p>   |
| <p><b>USPHS HOSPITAL FORT WORTH, TEXAS</b></p> <p>Warren Alderman<br/>Gerald Algernon<br/>Robert Banister<br/>Benjamin Deibler<br/>Abe Gordon<br/>Joseph Gross</p>  | <p>Leonard Higgins<br/>Thomas Leahy<br/>Arthur Madsen<br/>Max Olson<br/>Charles Slater<br/>Willie Young</p>  |
| <p><b>USPHS HOSPITAL MEMPHIS, TENNESSEE</b></p> <p>James McGehee<br/>William Roberts</p>  | <p>Willie Walker</p>   |
| <p><b>SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK</b></p> <p>Alberto Gutierrez<br/>Thomas Isaksen</p>  | <p>William D. Kenny</p>  |
| <p><b>VA HOSPITAL HOUSTON, TEXAS</b></p> <p>Thomas Manion</p>   | <p>William D. Kenny</p>  |
| <p><b>US SOLDIERS' HOME WASHINGTON, DC</b></p> <p>William Thomson</p>   |  |

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

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

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### Offers Plan On Quarters

To the Editor:

We are all agreed that the Union was founded to promote better conditions aboard ship. Through the years, working rules, economic benefits and feeding have been improved and are excellent. But little has been done to improve the living quarters aboard ship.

Since the "C" class ships came out, the only ship-wide improvements have been an extra fan and an innerspring mattress in the rooms. The ships are getting older and quarters are degenerating. Bunk springs, lockers, desks, shelving and lighting are all wearing out and need replacement.

I propose that as definite Union policy and as a part of the welfare program a drive be instituted to improve the quarters. A special representative could be designated and furnished with plans of the quarters on all ships. He would visit the ships and check on various changes that have been made through the years, but his primary purpose would be to improve quarters and to see that all available spaces are fully utilized.

The ideal should be a private room for each man aboard the ship. With present tonnage, we can move to a situation where there are at most two men to a fo'c'sle.

As this representative checks the ships, he will find that each

ship has had changes that have resulted in both benefits and inequities. As an example, Isthmian's fleet of C-3s has widely-different sets of quarters even though the basic layout is the same.

On almost every ship afloat, there are two or more rooms topside and below that are never used except for storing suitcases or souvenirs or for relief personnel. Why not transfer men to these rooms and relieve some of the overcrowding in the

into so many times that they are not a secure storage space. Shelves have been taken out and a general rehabilitation is needed. A safe, secure place to store luggage is also needed.

The bunks in many cases need new springs. If repairs are requested, it is the common practice to take a piece of baling wire and try to make temporary repairs that will stay indefinitely. Desks and chairs are also missing from many of the rooms. At a minimum, we need a folding table top against a bulkhead.

A real dismal area is the ventilation situation. Our prime objective should be that all ships running in tropical areas are to be air-conditioned. As of now, we need better fans in rooms and in passageways. The blower systems on most ships today is a "sick joke." In hot weather they fall miserably and, as a heating system, they cause everyone to suffer from the damage done to their sinuses.

Many ships need awnings for crew recreation areas. The new tankers have vast poop deck areas that are almost useless due to lack of metal awnings.

These are basic needs for comfortable living aboard ship. We know we are going to have to spend years on these ships before we are eligible for pensions. Let's make them as comfortable as possible since we spend the majority of our time afloat.

Neil H. Lambert

### 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.

present quarters? There should be a definite rule that no rooms are to lie idle.

In the present rooms, we need several improvements. The lockers were designed for the old-time sailor who came aboard with an extra set of "Sunday Dungarees." We make enough money to have good clothing yet when we come aboard ship we do not have adequate room to store them. Not only are the lockers inadequate in size, but most of them have been broken

# Captain Tom

By John Geese

The following sketch, sent to the LOG by Seafarer John Geese, whose last voyage was aboard the Beatrice (Bull), catches some of the mystery and adventure that a seafaring life still holds for many landsmen—and especially in the adventurous minds of children. Given the proper time and surroundings, "Tom Owens" in this story could be any Seafarer, who cannot bear to shatter the dreams of a child.

Tom Owens came home at irregular intervals, sometimes every few months, sometimes less often. The length of his stay would never be more than several days. This wasn't really home, for Tom didn't

have a permanent address. It was his married sister's house; she was his only relative. Here it was that he received his mail and kept his personal belongings—things he did not wish to carry on his journeys. Tom worked as a seaman on merchant ships, and the length of a voyage was unpredictable.

His sister had two children: Betty, who was seven, and John, who was eight. Her kids, with their playmates, were always about the house, either playing on the front lawn or watching television in the living room. Because of his sister's good nature, the neighborhood children would descend on her house daily, and it seemed tacitly understood that this was their playground.

Tom was friendly and easy-going and he was liked by everyone, especially the children. Whenever he would return from a voyage he would bring souvenirs from the foreign countries he had visited—and always, some small trinkets for the children. In the eyes of these kids, Tom was a mysterious adventurer who lived the life of their story-book heroes. They were always cheerful when Tom was around, and quite often, he would tell them a wild tale about distant lands of enchantment.

For some unknown reason the children called Tom "Captain," although he had never said he was a captain, nor done anything to lead them to believe that he was one. Actually, Tom Owens was only a deckhand. The name "Captain" stuck to Tom, and in time, even some of the adult neighbors would greet him as "Captain Tom."

One day, late in the summer, Tom returned from a voyage that had been a little longer than usual. He came up the street with two large bags, one over each shoulder. Despite this burden there was gaiety in his walk. There were several of the children playing about, and as he approached they ran to greet him, calling "hello, Captain Tom!" As usual, they were expecting a present—a memento from some far-away place.

This time Tom had made a voyage to Japan, and for each of the kids he brought a Japanese doll

—dressed in real silk. The children were frolicsome as they followed him up the street. While they were walking along, one of the kids, a little boy that was about a year older than the others, asked Tom:

"Are you really a Captain? The mailman said that you're not a Captain at all!"

Tom looked down at the boy, whose expression was one of impending disappointment, and said: "You bet your boots I'm a Captain!"

And the little boy answered: "I knew you were a Captain—I just knew you were."

## Army Man



Until he shipped with Uncle Sam recently, Sp-4 Bernard Maret was shipping with the SIU out of Mobile. Maret would like to hear from former shipmates who can get in touch with him by writing to Box 132, Port Canaveral, Fla. Maret is with an army transportation unit stationed there.

## From the Ships at Sea

Quick and efficient work by the SIU crew of the Bridgehampton (Bull) prevented a major disaster on the afternoon of February 3 when a fire was discovered in the number two hold. All hands were called

out and turned to, working all through the day and night until about 2 AM when they finally got the fire under control. Jack Dolan, ship's meeting secretary, wrote the LOG that much of the cargo in the number two hold, which contained jeeps, flour, powdered milk and steel, was damaged by the flames.

There's a campaign going on aboard the Madaket (Waterman) for a little faster mealtime turnaround in the crew mess. Seems that after eating, some of the guys like to sit around awhile and chew the fat. That's fine, but some crewmates who haven't eaten yet would like to chew some food. At a recent ship's meeting, the meh were urged to leave the messhall when they finish eating and give somebody else a chance, Henry Bilde, meeting chairman, reports.

his deepest thanks to his shipmates aboard the Steel Admiral (Isthmian) on behalf of himself and his family for the flowers the crew sent after the death of his father. In a communication to the LOG from Singapore, Moore wishes all his shipmates much happiness and good luck all their lives.

The shipping of alien, non-union crewmen in foreign ports was the topic of discussion at a ship's meeting aboard the Orion Planet (Colonial). The crew com-



Dolan



Bilde

In another note, Seafarer Leoncio Calderon, chief steward on the Steel Traveler (Isthmian), expresses his thanks to the officers and crew for flowers and expressions of sympathy they forwarded to his family in Puerto Rico when they learned about the death of his mother.

The gang on the Mayflower (Mayflower Steamship) is proud of a letter of thanks received recently from a Greek orphanage. The letter expressed the appreciation of the orphanage for a Christmas donation from the crew that helped brighten the day for the children there.

Seafarer John E. Moore sends

plained that alien seamen sign on in foreign ports and then usually jump off before payoff, leaving the union crew undermanned anyway. The crew was particularly disturbed by about ten aliens who were on the Planet and paid off in the Philippines before the final payoff port. The Planet crew also went on record in favor of having an agent or patrolman in Hawaii because there seems to be a lot more shipping there since it became a state.

A shipboard "Safety Inspection Committee" gave the Antinous (Waterman) the once-over recently and found everything shipshape with one exception. The committee, made up of the chief mate, chief engineer and Seafarer P. L. Shauger, steward, found that the ladder on the forward deck load starboard was just too steep. This was corrected by bosun C. M. Gigantelli, who built a new one at a milder angle. An accident-free safety record is now in sight for the Antinous.

Some hard feelings between Seafarers on the Natalie (Intercontinental Transport) and the ship's captain over medical attention in foreign ports have been reported to the LOG. In one instance, a Natalie crewmember with a badly-bruised, swollen wrist was given a hard time first about getting medical attention in Karachi, Pakistan, and then (after he returned from the doctor with his hand in a plaster cast) about not turning to for regular duty. Another Natalie crewmember has reported a similar situation involving the skipper when he had to be treated in Aden, Arabia, for a blood ailment.

## New Arrival



Snuggled up together at her New York City home, Carmen Caban and her teddy bear both keep a wary eye on the photographer. Carmen was born in September to Seafarer Ralph Caban and his wife, Margarita. Seafarer Caban is presently aboard the Steel Designer (Isthmian).

## Canadian Sailor Sends Greetings

To the Editor:

As a member of the Seafarers International Union of Canada now residing in Yonkers, New York, I would deem it a great favor if you could place me on your mailing list for the SEAFARERS LOG. Having been a seaman both deep-sea and on the Great Lakes for most of my

life, I like to keep in touch with all union activities.

I would also like to express my best wishes to the officials and members of the SIU for smooth sailing in the future.

Desmond Kenny

## 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.

I find your paper very interesting reading for, besides articles explaining in a clear-cut manner the current issues in the maritime labor field, so different from the propaganda put out

by the daily newspapers, it contains so many "gossipy" items of ships and seamen.

In the words of Eugene F. Moran: "But . . . it is not always spectacular events that stand out . . . It is personalities. Pilots and seafarers, ship news-men—the characters who have given the New York waterfront such a legendary flavor. And, of course, ships, and ships, and ships, all of them taking on personality, too, directly they are sent down the ways."

I hope to be sending you some items of a maritime historical nature which I have collected in following up the Port of New York project, among which you may find something suitable for the LOG.

By the way, did you know that there is a ship named "Happy Seafarer"? I saw her out East a couple of years ago. Best wishes, and may all Seafarers be happy Seafarers.

George R. Berens

## Lakes' Oldtimer Is Now Retired

To the Editor:

Now that I have retired and have plenty of leisure time, I find that I enjoy the LOG more than ever.

In my time, I carried books of three different seamen's unions. The first was the old Marine Cooks and Stewards of the Pacific, where I was signed on in 1912 by Eugene Slidell. Four years later, I hitched on with the Marine Cooks and Stewards of the Great Lakes. As for the last and the best, I retired in October after seventeen years with the SIU.

Best of luck to all Seafarers. Claude J. Lennox

## Likes LOG News On Ships, Seamen

To the Editor:

I have been receiving the SEAFARERS LOG regularly and would like to thank you for including me on your mailing list. As you know, I'm sailing as mate on the Elizabethport (Sea-Land) back and forth from coast to coast.

I find your paper very interesting reading for, besides articles explaining in a clear-cut manner the current issues in the maritime labor field, so different from the propaganda put out



Geese



# Definition . . . . A Dirigible Is, Basically, Just A Big Gas-Bag

Back in the 1930s, the lighter-than-air dirigible was considered the coming medium of transcontinental travel. The US Armed Forces had the Shenandoah, Macon and others for military uses; Germany operated the Graf Zeppelin and similar craft for passenger service between Berlin and Lakehurst, NJ.

Since helium is the only known safe material to use in the inflation of these airships, and since most of the helium is found only in Texas, a group of industrialists pooled their resources and formed a company to transport helium from the Wells in Texas to Lakehurst. A 20,000-ton aluminum tanker was built and the crew was chosen from the cream of the American merchant marine.

The master was an alumnus of 25 South Street, as were the mates and engineers, and the unlicensed personnel were the best that Sheepshead Bay could provide. The key job of pumpman was naturally the most desirable position on

minimal in West Hernia, Texas. The whole town was on the dock to greet us and our master and crew was invited to a banquet and dance at the Municipal Auditorium. That is, all the crew except me. As I remained aboard to load the helium.

The loading line was connected and the intake valves were open, so all I had to do was stand by until she was full. After loading for about an hour, I checked the ship's draft and she seemed to be going down scarcely at all. In fact, the draft seemed less than what it was when we started. But I just figured she was coming in slowly and went back to my room.

It must have been a few hours later when I woke up on my settee and found the ship had heeled over at a 45 degree angle. Rushing out on deck I heard the mooring lines begin to part, the hose coupling separating, and the ship started rising in the air.

People were rushing down to the dock but the ship was already 1500 feet in the air and was riding serenely out to sea on a moderate westerly wind. Two days later, we passed over Florida and were reported at 10,000 feet. The people on the ground could do nothing,

but they were sufficiently impressed to write a song about me and the ship, "Goon Over Miami."

From that day to this, nothing



has been heard of the Gastric Typhoon, but each year on the anniversary of the tragedy a crowd gathers on the dock at West Hernia and sings a beautiful song written in my memory, "When The Goon Comes Over The Mountain."

Then they all leave the dock in silence to attend a special showing of the film made to commemorate the tragedy, "Goon With The Wind."

## LOG-A-RHYTHM:

### To Each His Own

By Charles Cothran

I've traveled the high road,  
And traveled the low,  
And I've tramped the inroads  
between.

On both the trails and sidewalks,  
I've had some big and small talks,  
And there's little left that I  
haven't seen.

Now there's virtue in my bragging,  
Though the progress wheels are  
sagging

For the pressure of my shoulder  
to the wheel.

In each phase of this existence,

I have sought the least resistance  
But brother! I've always paid  
the bill.

Now to me life is a dream,  
What's the use to plan and  
scheme?

I'm content to live from day to  
day.

There's no use to fret and pine,  
Always keep a happy mind  
Or you'll go—the prematurely  
way.

Let me go back to my cave,  
Where there's no such word as  
slave,  
And no bill collectors to haunt my  
ev'ry dream.  
There with nature let me live,  
She has everything to give,  
And I won't be gyped by divers  
schemes.

Now I've done a lot of thinking,  
As the evening sun was sinking,  
'Bout this "rat race" that plagues  
the world today,  
And I've come to this conclusion,  
That it's just one grand illusion;  
But "to each his own" is what I  
always say.

## Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK. Use of this address assures speedy transmission on all messages and faster service for the men involved.

ALCOA PATRIOT (Alcoa), Nov. 24—Chairman, F. Mitchell; Secretary, G. H. Fox. \$30 in movie fund. No beefs reported by department delegates.

BLIE V (Ocean Carriers), Dec. 3—Chairman, Harry W. Miller; Secretary, G. E. Gaspac. Ship's delegate reported some disputed OT to be taken up with patrolman. Deck delegate requests men in his department to be sure and strip their bunks before leaving ship. All excess linen should also be turned back. Vote of thanks to steward department for job well done.

YAKA (Waterman), Nov. 25—Chairman, R. Kongelbak; Secretary, R. Masters. Everything running smoothly. Suggestion that each department take a turn on ship's delegate job, \$18 in ship's fund. Motion to have clause inserted in next working agreement to have passes issued before discharge of cargo since, in numerous ports, one has to wait two to three hours for a pass.

DEL ORO (Delta), Nov. 25—Chairman, Cecil Futch; Secretary, William H. Newson. \$18 in ship's fund. No beefs reported. Vote of thanks to steward department for excellent Thanksgiving Dinner.

MIDLAND (Marine Carriers), No date—Chairman, D. Barnes; Secretary, P. Triantafyllis. No beefs reported by department delegates. John Cruz was elected to serve as ship's delegate.

MT. VERNON VICTORY (Victory Carriers), Dec. 2—Chairman, W. Johnson; Secretary, Bruce Knight. Ship's delegate reported three men getting off in Norfolk. No major beefs reported. Motion to write a letter to headquarters regarding the question of OT for using sanding machine, or sandpaper, to sand deck grating on wings of the bridge. Isidro D. Avellia elected as ship's treasurer. Crew asked to read instructions before using washing machine.

TRANSLOBE (Hudson Waterways), Nov. 22—Chairman, Anthony Palino; Secretary, Stanley U. Johnson. One man paid off ship by mutual consent and one hospitalized in France. \$45 in ship's fund. Suggestion that skid-proof paint should be used in outside passageway. Vote of thanks to steward department for good services and chow.

DEL SUD (Delta), Dec. 9—Chairman, Paul Turner; Secretary, Gary J. Bryant. Ship's delegate reported this is a good trip with no beefs. \$211.48 in ship's fund. Joseph McCarthy elected ship's delegate. Motion made to bring to the Union's attention the heat situation aboard this vessel.

STEEL RECORDER (Isthmian), Nov. 17—Chairman, G. Erlinger; Secretary, W. Davies. G. Erlinger elected ship's delegate and J. Gallaher appointed as ship's treasurer. Small contributions requested for empty ship's fund. Steward will welcome suggestions for improvements or additions to menu or service. No beefs by department delegates.

BLUE POINT (Bull), Dec. 26—Chairman, Dewey Bell; Secretary, George H. McFall. Ship's delegate reported crew is leaving ship in Germany and flying home. Plane fare awaiting crew in Germany. Payroll will be ready for crew in New York upon arrival. Everything going along OK.

TRANSORLEANS (Hudson Waterways), Dec. 21—Chairman, Pat Murphy; Secretary, James Fort. Albert Ringuette was elected ship's delegate. No beefs reported by department delegates. Vote of thanks to steward department for good chow and service.

HERCULES VICTORY (Ocean Carriers), Nov. 30—Chairman, J. Keavney; Secretary, R. Rigner. J. Keavney was elected ship's delegate. Discussion on better variety of food.

HENRY (American Bulk), Nov. 30—Chairman, Donald Wagner; Secretary, Joseph A. Stevens. Ship's delegate reported that one man missed ship in Puerto Rico. No beefs reported by department delegates. Vote of thanks to steward department for the job well done.

LONGVIEW VICTORY (Victory Carriers), Dec. 15—Chairman, Robert D. Schwarz; Secretary, Brown Huszar. \$28 in ship's fund. No beefs reported by department delegates.

TRANSORIENT (Hudson Waterways), Dec. 5—Chairman, Daniel Robinson; Secretary, Sid Sokolic. Vance A. Reid elected ship's delegate. No

## DIGEST of SIU SHIP MEETINGS

beefs reported. Steward asked to put out ice cream more often.

CITY OF ALMA (Waterman), Nov. 22—Chairman, Dexter Worrell; Secretary, C. J. Mitchell. \$106 in movie fund. Wade Harrell was elected ship's delegate. No beefs reported. Vote of thanks to steward department for a fine Thanksgiving Day Dinner.

PORTMAR (Calmar), Sept. 15—Chairman, Cliff Bebbins; Secretary, H. E. Diddlebock. Crew asked to cooperate in cleaning recreation room after watching TV. Ship's delegate thanked crew for its cooperation. \$33 in ship's fund. Vote of thanks to steward department for a good job.

BULK LEADER (American Bulk Carriers), Nov. 28—Chairman, John A. Zierelis; Secretary, W. K. Sutherland. Ship's treasurer missed ship in Santos, Brazil, with ship's funds. Altogether, three men missed ship on Santos. M. F. Kramer was elected ship's delegate.

COUNCIL GROVE (Cities Service), Nov. 11—Chairman, George McCurley; Secretary, Julian Dedicasteria. George McCurley was elected ship's delegate again. Crew requested to build up ship's fund. No beefs reported by department delegates.

SEATRAN TEXAS (Seatrain), Nov. 18—Chairman, G. T. Chandler; Secretary, C. A. Collins. Ship's delegate reported no beefs. \$10.02 in ship's fund. Discussion on steak to be taken up with SIU Food Plan. Discussion regarding men quitting ship at last minute.

STEEL ADMIRAL (Isthmian), Nov. 2—Chairman, William Morris; Secretary, L. J. O'Neill. No beefs reported by department delegates. Motion that no natives work, serve food or wash dishes at any time. Crew asked to keep pantry clean.

ALCOA PLANTER (Alcoa), Nov. 28—Chairman, L. C. Cole; Secretary, Z. Y. Ching. Ship's delegate reported there was no restriction to the ship while vessel anchored in Port of Pusan, Korea. \$8.45 on hand in ship's fund. No beefs reported.

JACQUELINE SOMECK (Paninsular Navigation), Nov. 25—Chairman, J. Thibodeaux; Secretary, D. Sachr. One man hospitalized in Calcutta. Crew requested to leave rooms clean and to turn in keys when getting off ship.

NEW ORLEANS (Sea-Land), Nov. 23—Chairman, Louis Cartwright; Secretary, E. F. Armstrong. \$5.00 in ship's fund. Mail service is very poor and will be taken up with patrolman.

## Waiting In Greece



Seafarer Nicholas Bechlivanis is pretty proud of his family, two of whom—George, 2, and Maria, 9, are pictured waiting at home in Greece for dad's return. The kids live with their mother, Despina, and a brother James, 6 (not shown), on the island of Palleapsara. It's easy to see here why Bechlivanis, whose last ship was the Beauregard (Sea-Land), hopes to get home soon to see them all.

## Shipshape

By R. W. Perry



"I hope you realize, Smith, what this is going to do to our safety record!"

**PERSONALS and NOTICES**

**Marshall Drum**  
Contact travel agent at 80 Broad St., New York, NY, for your plane ticket found by shipmate Joseph McCabe.

**Orville A. Jetton**  
Contact your mother as soon as possible. She is anxious to hear from you.

**Frederick E. Patterson**  
Contact R. Lee Feagin, 902 Tampa Street, Tampa, Fla.

**William Brencoff**  
Get in touch with Joyce Richards, 600 Soraparer Street, New Orleans, La.

**Thomas J. Tighe**  
Your brother, Joseph H. Tighe, wants you to contact him in New Haven.

**W. Feibel**  
Write me as soon as you can. Jack B.

**Ramon Murillo**  
Your wife asks you to contact her at 6006 Walbridge St., Orlando, Fla.

**L. Fontenot**  
**Wallace J. Beeman**  
Contact Johnny Hines, 5935 Belcrest, or phone him at MI 9-0441, Houston, Texas, about your 1960 income tax returns.

**Matthew D. Guidera**  
Your sister, Mrs. Sarah Daly, asks that you contact her at 88-02—35th Avenue, Jackson Heights 72, NY.

**Steward Johannson**  
**Ex-SS Wang Knight**  
Paul W. Barber, who was a shipmate with you on voyage No. 1 or 2 on the above vessel, in June, 1959, asks you to write him at

**SIU HALL DIRECTORY**

**SIU Atlantic, Gulf Lakes & Inland Waters District**

- PRESIDENT**  
Paul Hall
- EXECUTIVE VICE-PRESIDENT**  
Cal Tanner
- VICE PRESIDENTS**  
Earl Shepard      Lindsey Williams  
Al Tanner
- SECRETARY-TREASURER**  
Al Kerr
- HEADQUARTERS REPRESENTATIVES**  
Bill Hall      Ed Mooney      Fred Stewart
- BALTIMORE**      1216 E. Baltimore St.  
Rex Dickey, Agent      Eastern 7-4900
- BOSTON**      276 State St.  
John Fay, Agent      Richmond 2-0140
- DETROIT**      10225 W. Jefferson Ave.  
Vinewood 3-4741
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HYacinth 9-6600
- HOUSTON**      5804 Canal St.  
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HYacinth 9-6600
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Frank Drozak, Agent      DEwey 6-3819
- 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 Ferpe, Hq. Rep.      Phone 723-0003
- SEATTLE**      2505 1st Ave.  
Ted Bakkowski, Agent      MAIn 3-4334
- TAMPA**      312 Harrison St.  
Jeff Gillette, Agent      229-2758
- WILMINGTON**      Calif 505 N. Martine Ave.  
George McCartney, Agent      TErminal 4-2528

**Kulukundis**

(Continued from page 2)

tan.

However, the Maritime Administration is underwriting the cost of bringing home the ship now in Pakistan, the supertanker Titan, when it finishes unloading. The Titan is one of the three on which the Government holds the mortgages.

In the interim, creditors are working out plans to reactivate the ships, possibly through a joint trustee arrangement under new management.

The SIU picketing against the vast foreign ship holdings of the Kulukundis family interests, which number some 75 vessels of companies associated in three major British shipping groups, have caught six different vessels in Norfolk, Tampa, New Orleans, Portland (Ore.) and Seattle.

Operators of the ships have been successful in freeing only one ship through an injunction, the Greek-flag Overseas Courier, in Norfolk. One other vessel, the Canopus, was finked out after being picketed in Tampa, where lines were respected by the International Longshoremen's Association. However, the Canopus shifted to Boca Grande and was loaded there by non-union dockers.

In New Orleans, where two ships were idled, one injunction was issued and lifted the following day. A second injunction proceeding comes up for a hearing on March 11.

**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:

Detroit	March 8	New Orleans	March 12
Houston	March 11	Mobile	March 13

**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
March 18	March 20	March 22
April 22	April 24	April 26
May 20	May 22	May 24
June 17	June 19	June 21

Box 100, Fort Worth, Texas, regarding two suitcases lost by the company.

George Curry

You are asked to call Mrs. Thompson in Atlantic City, NJ, at 348-9201 regarding an important message.

**Francis Clawson**  
Get in touch with your niece, Mrs. Virginia Marshall, 2710 Old North Point Road, Baltimore 22, Md.

**Thomas E. Delaney**  
Contact Charles Coakley, adjuster, Travelers Insurance Com-

pany, 80 John St., New York 38, NY, about an insurance policy payment for which you are the beneficiary.

John Ware

Your mother asks you to contact her as soon as possible by phone or letter in New Orleans.

**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**

## SS YORKMAR

### Baltimore - Philadelphia Shuttle Run Pays Off



Chowing down as lunch is served on the Yorkmar, engine department trio in the person of Jim Beame, Juan Torres and Tylee Hotis (l-r) enjoys tasty meal after payoff proceedings.



Oiler John Buckley mounts engine room steps heading up to messhall after completing watch. He looks ready to claim record for fastest trek from engine room to chowhall.



Payoff time finds 2nd cook John Pennell leading off on the money line as he signs off voyage articles. Most of the Yorkmar crew signed on again, praising "excellent food" and good conditions.



Framed in doorway to workshop, Bennie F. Gresham of deck gang shows off drill press he constructed during spare time aboard ship. Gresham built press without mechanical tools.



Posing for cameraman are ship's delegate D. Calogeros (left) and engine delegate Jim Beame. Photo was snapped just after they paid off, which explains the broad smiles.



Wipers Tom Bohr (left) and Juan Torres picked up some cleaning gear after ship docked in Philadelphia and gave engine room a good scrubdown during stopover in port.



Dues records are checked out for Antonio Alcain, 3rd cook, and Melvin Lake, messman, by SIU patrolman Leon Hall. Crew reported a smooth trip to Union representatives who handled payoff and minor beefs.



SIU trio in deck department was all bundled up for the cold weather encountered during stay in port. Men pictured (l-r) are Jimmy Slavin, bosun; Paige Toomey, OS, and Tom Kelsey, AB. But they didn't stay in one place too long and started heading back to warm foc'sles and chowhall as soon as the picture-taking was ended.