



## AWARD 1962 SIU SCHOLARSHIPS

### Seafarer, Four SIU Children Win \$6G Each

Story On Page 3

### Another Labor-Management Study

## New Probe Bypasses Key To Shipping Industry Problems

Story On Page 3

## Treasury Backs Down On Taxing Runaway Fleet

Story On Page 5

## SIUNA Will Hold June Conference For Fish Unions

Story On Page 7

Panel of educators which studied the qualifications of candidates competing for the 1962 SIU scholarship awards and recommended winners to trustees of the program is pictured at work in SIU Welfare Plan office on May 10, the day the winners were notified they were successful in gaining \$6,000 award for four years of college study. Shown (l-r) are: Dr. Elwood C. Kastner, New York University; Richard Keefe, St. Louis University; Miss Edna M. Newby, Douglas College, New Brunswick, NJ; Charles O'Connell, University of Chicago; Dr. Bernard Ireland, Columbia University, New York City, and F. D. Wilkinson, School of Engineering, Howard University, Washington, DC. (Story on Page 3.)

### First SIU Line Manned In Robin Contract Beef



Seafarers out of headquarters man the first SIU line set up in protest against Mooremac plan to sell off Robin Line ships and liquidate bargaining unit without notification to the Union. Line went up at Mooremac's 23rd Street pier in Brooklyn, where Mormacbay and another vessel were docked. The dispute has tied up ten ships in four ports, including liner Argentina. (Story on Page 2.)

## SIU Picketlines Hit Mooremac In Robin Beef

Story On Page 2

## SIU Wins Another Tug Fleet In NLRB Voting

Story On Page 8

## Union Files NLRB Charges

# SIU Pickets Hit Mooremac-Robin Pact Violation



Picketlines such as this one were set up by SIU at East Coast ports, tying up Mooremac-Robin Line ships. Above, SIU pickets, including president Paul Hall, picket passenger liner Argentina as she docks in Manhattan. In foreground are newspapermen. (See other photo on Page 1.)

Protesting Moore McCormack-Robin Line's violation of its contract with the SIU, the Union began picketing the company's vessels on May 15 in Brooklyn. Within a few days, picketline action had been extended to Manhattan, Philadelphia, Baltimore and Jacksonville, tying up ten vessels by LOG presstime.

The SIU also filed unfair labor practice charges with the National Labor Relations Board against the company for refusing to bargain in good faith over the issues.

All Moore McCormack-Robin Line ships will be picketed as they come into port.

The vessels tied up as the LOG went to press were the following:

New York—Mormacbay, Argentina, Mormacpenn, Mormacpride.

Chester, Pa.—Mormacfir.

Baltimore—Mormacsaga, Mormacael, Mormacrio, Mormacsun.

Jacksonville—Mormaccape.

One ship, the Mormacwren, tied up at the Todd Shipyard, Brooklyn, was released on May 22 when the SIU removed its picketlines in response to a request from the State Department and the Department of Labor. The request pointed out that the vessel was scheduled to deliver a vital cargo of 4,000 tons of beans to famine-stricken areas in northern Brazil. President Kennedy, at his news conference May 23, announced that the pickets had been removed and the ship was proceeding to Brazil.

## Mail Crew Lists To Union Office

In order to keep Union records up to date and to fully protect Seafarers' rights to welfare and other benefits, it is important that all ships' delegates mail a complete SIU crew list in to headquarters after the sign-on. The crew lists are particularly valuable in an emergency when it's necessary to establish seafarer eligibility for benefits on the part of a Seafarer, or a member of his family, particularly if he should be away at sea at the time.

Crew list forms are being mailed to all ships with this issue of the LOG and can be obtained from Union patrolmen in any port.

## Silas Axtell Dies At 77; Veteran Ally Of Furuseth

Memorial services for admiralty lawyer Silas Blake Axtell, a close associate of Andrew Furuseth in pioneering seamen's rights, were held in New York on May 3. Axtell, 77, died in Chevy Chase, Md., on April 29, after suffering a heart attack.

For many years the general counsel of the old International Seamen's Union, he prided himself on the fact that he had been an attorney for seamen only, since 1910, when he began to practice law in New York. It was then that Axtell first met Furuseth, who had gone to the Legal Aid Society to ask for some assistance and was assigned a young attorney to work with him. Axtell had joined the Legal Aid after graduation from law school.

Furuseth was the Norwegian-born seaman who led the Sailors Union of the Pacific in those early days and fought the historic legislative and legal battles that culminated in the "magna carta" for seamen, the Seamen's Act of 1916, the Jones Act in 1920 and spear-headed precedent decisions upholding the rights of seamen.

The two men worked in the development of the old ISU and joined in a lengthy struggle to aid and protect seamen against crimps, boarding house operators, hard-fisted skippers and owners who bled seamen of their skimpy earnings and abused their civil and job rights.

When Furuseth died in 1938, Axtell continued the fight they had begun together, defending causes involving the rights of seamen.

### Attended SIUNA Convention

At last year's SIUNA convention, Axtell drew a standing ovation as he spoke to the delegates and reminisced about the early days. He was welcomed by SIU president Paul Hall as a "living link to the Furuseth era" whose activities were among the "most important activities in all the history of the American sailor . . . I am sure that the coming generations of seamen will give you your rightful place in history, the same as Andrew Furuseth has."

Characteristically, Axtell brought to the convention a set of chains and handcuffs that he recalled had been used many years ago to imprison a seaman aboard ship. The key had been disposed of, he



A staunch fighter for seamen's rights, Silas Blake Axtell is pictured at 1961 SIUNA convention, showing an old set of hand manacles and leg irons that had been used to imprison seamen aboard ship.

noted, and the manacles were wound so tightly around the man's legs that they had to be cut away to set him free.

Born in Perry, Ohio, Axtell attended schools in that state and graduated from Columbia University Law School in NY in 1909. He was intimately versed in maritime law, studied it both here and abroad and took many seamen's suits all the way up to the US Supreme Court in pressing for a favorable decision. His home was in Little Britain, NY.

Axtell's first wife died in 1946. He is survived by his second wife, Elizabeth, six sons and five grandchildren. Representatives from the SIU attended the memorial services held at the Seamen's Church Institute in Manhattan.

## Waterman Subsidy Bid Still Open

WASHINGTON — Nearly two years to the day since the old Federal Maritime Board approved an operating subsidy for Waterman Steamship, a Federal District Court judge handed down a decision on May 22 to clear still another obstacle to processing of the case.

The judge upheld a previous motion by the Justice Department to dismiss a move protesting the possible subsidy award.

### Legal Tangle

The legal tangle developed out of Waterman's link with McLean Industries, Inc., Sea-Land Service and Waterman of Puerto Rico, which would have to be terminated as a condition of any offshore subsidy award since they are domestic operations.

Waterman first applied for an operating subsidy on voyages to Europe and the Far East back on January 30, 1957.

### Lengthy Studies

In 1960, after lengthy studies and hearings which involved 13 other steamship companies, three railroads, seven US port cities and 46 lawyers representing all the parties involved, a decision was rendered in favor of subsidizing Waterman's European runs. This was promptly challenged by many of the same parties all over again. Now in May, 1962, the main body of dissenters seem to have dropped out of the picture, and the issue may finally be resolved.

## Runaway Sells Off Another Trainship

The sale of the Liberian-flag vessel City of Havana to a German firm is another step in the dissolution of the West India Fruit and Steamship Company, which operated a train ferry service between the US and Cuba until last year.

Disposal of the 3,431-ton ship, a former US Navy craft, followed the shutdown of what used to be a multi-million dollar business. The runaway line continued operating until relations between the two countries became embittered, and economic and diplomatic relations were severed. West India

was one of the few American concerns that freely operated between the US and Cuba for some time under the Castro regime.

The company will be remembered as the focal point of an important ruling by the National Labor Relations Board, in February, 1961, which required West India to bargain with the SIU for an agreement covering crewmembers on the runaway SS Sea Level. This ship was well-known to Seafarers as the old SS Seatrain, one of the first ships to be signed up and manned by the SIU in the late 1930's.

This ruling and a series of decisions by the NLRB and the US Supreme Court won by the SIU established the right of American maritime unions to organize US-owned ships sailing under runaway flags. The Sea Level ran between Havana and New Orleans and its crew had been organized by the SIU beginning in 1958. It was also put up for sale last year.

Another of West India's ships, the City of New Orleans, has been the subject of Congressional hearings to decide if the ship can transfer to US registry for a trainship run between Seattle and Alaska. Now laid up in Florida, the vessel was built in Japan in 1959. She would be operated by the SIU Pacific District-contracted Alaska Steamship Company if coastwise privileges are granted.

## Transeastern Helps Set Grain Record



SIU-manned tanker Transeastern slowly settles into water while taking on load of wheat at the new public grain elevator just outside New Orleans' port limits. The cargo was bound for Poland and was part of a record million-plus bushels pumped into three vessels loading the same day. New Orleans reportedly set an all-time world's record for grain shipments last year.

ANOTHER LABOR-MANAGEMENT STUDY—

# Ship Probe Bypasses Key Issues

WASHINGTON — Another in a series of inquiries into the troubled state of maritime is being diverted into "safe" channels—a look-see at the state of labor relations in the industry.

Only weeks after President Kennedy raised searching questions about the criteria of the 1936 Merchant Marine Act, the House Merchant Marine Committee has asked the Department of Commerce to conduct an investigation which will deal exclusively with the impact of labor relations on the shipping industry and apparently will pointedly ignore the following questions raised by the President:

"Are the criteria adopted in 1936 as guides to the establishment of essential trade routes and services relevant for the future? Are there alternatives to the existing techniques for providing financial assistance which would benefit (a) the public in terms of better service and lower rates and (b) the operators in terms of higher profits, more freedom for management initiative and more incentive for privately-financed research and technological advance?"

In the minds of many in the maritime industry, these are the key questions which must be resolved. The diversion of the energies of Congress and the Commerce Department into a further inquiry into maritime labor is

viewed as an indirect way of whitewashing the subsidy issue and further preserving the outmoded concepts of the 1936 Merchant Marine Act. It is obvious to everybody that these concepts have failed to produce a healthy shipping industry.

In their view, the labor-management problem which has arisen in the industry is the result of the failings of the industry, not the cause. The selfish policies pursued by a segment of the operators, the "mediocrity" in management, as Secretary Luther Hodges of the Commerce Department has put it, and the resultant draining off of cargoes to foreign flags and to railroads in the domestic trade has diminished job opportunities and placed pressures on maritime labor to protect the livelihood of its membership.

The prescription thus far proposed in Washington; namely, a "thorough study" of collective bargaining practices, is comparable to a physician conducting a thorough study of a patient's rash and ignoring the measles which caused it. In maritime, the labor-management problems are but one of the rashes; the outdated policies of the 1936 Merchant Marine Act are the measles.

Recognition of the industry's "measles" has come both from President Kennedy, as indicated by his statement quoted above, and from the House Anti-Trust Subcommit-

tee, chaired by Rep. Emanuel Celler (Dem.-NY). The Celler report said the subsidy program as originally shaped by the 1936 Merchant Marine Act "has clearly improved the welfare of a highly-privileged coterie . . . Only six companies have garnered a total of some 76 percent of all operating differential subsidy payments."

"Clearly," Celler added, "the intent of Congress in providing subsidies was not to foster the welfare of a few dominant lines at the expense of the rest of the American merchant marine, both tramp and liner alike. To the extent that this has been done, subsidies have promoted economic concentration and discouraged legitimate competition and, in many respects, have failed to achieve their objective of advancing the combined welfare of all segments of the American merchant fleet."

Among all the millions of words which have been written or said on the subject of maritime, the above paragraph stands out as the essence of our maritime problems.

Thus far, neither the Celler nor the Kennedy statements seem to have made much impact on viewpoints elsewhere in Washington. Rep. Herbert Bonner (Dem.-NC), chairman of the House Merchant Marine Committee and a key figure in any investigative procedure, summed up the preponderant outlook this way in a speech to

(Continued on Page 4)

## FOREIGN LINES BEEF IN MIDST OF PLENTY

WASHINGTON—Foreign-flag ship operators who have been hollering loudest and longest about recent US attempts to expand and upgrade American shipping ought to take a close look in their own backyard now and then.

The limited effort to improve the status of the US-flag industry via stronger enforcement of "50-50" cargo preference legislation and a "Ship America" program backed by the Administration has drawn sharp words from foreign operators and their governments, who are alleging "discrimination" by Washington.

At the same time, many of these same countries are embroiled in a growing international controversy over Federal Maritime Commission efforts to establish equi-

table shipping conference arrangements by requiring foreign lines to furnish shipping documents explaining their rate structures and other details covering only vessels in American trade.

Meanwhile, some of the most active overseas critics of US shipping policies are benefitting from the same type of governmental aid programs they complain about to the US.

Recent news items detail some French, Italian and Japanese government moves to upgrade their national fleets:

- The French government plans to dole out in the next fifteen months between \$10.2 and \$12.6 million to French operators for the construction and modernization of their fleets. Seventy percent of the ships are less than ten years old.

- Pending approval by the National Diet, the Japanese legislative body, Japan plans a five-year moratorium on all interest payments for shipping companies who participated in the government-sponsored construction program and would defray the interest on half their debts to the Japanese Development Bank. The bill would also apply to any other debts Japanese shipowners incurred during previous shipbuilding programs.

- The Italian Chamber of Deputies has already passed measures granting government assistance for its fleet. The first proposal seeks to encourage the moth-balling of outdated ships and at the same time give impetus to a new construction program. Under previous legislation, 104 billion lire (\$166.4 million) was granted. A new measure provides for additional state grants amounting to 24 billion lire. Another, to ease shipbuilding credit, enables Italy's merchant marine to sharpen its competition and would provide enough credit backing to finance \$320 million worth of new vessels.

# SIU Scholarships Won By Seafarer, Four SIU Children

NEW YORK—Seafarer Gerald Dwyer and the children of four SIU members have won four-year, \$6,000 Seafarers scholarships to attend the college of their choice for an unrestricted course of study. The five 1962 awards boost the number of SIU scholarships given so far to 48 with a total value of \$288,000.

In addition to Dwyer, whose home is in Clark Mills, NY, the other 1962 recipients are:

Arthur Robert Rudnicki, Jr., son of Arthur Rudnicki, Franklinton, La.

Ralph Stanley Tindell, son of Ralph Woodrow Tindell, Tampa, Fla.

Sharron Kay Berry, daughter of Reuben Berry, Columbia, NC.

Karen Anne Hilyer, daughter of Vincent Hilyer, Fort Lee, NJ.

The scholarship program was started in 1953 and its provisions are among the most liberal in the country, allowing for an unlimited course of study at any recognized US college or university. Both active seamen and the children of Seafarers compete for the five annual awards which are part of the SIU Welfare Plan coverage for all Union members and their families. Trustees of the program base their awards on the



Dwyer

recommendation of a panel of educators and college administrators. One of the yearly grants is specifically reserved for an active Seafarer.

A Navy veteran of World War II, serving as a gunner, Dwyer joined the SIU in New York in 1947, sailing in the deck department. Married, he has attended Syracuse University in Syracuse, NY, for two years and plans to complete his studies toward becoming a public school teacher.

Rudnicki, a senior at Franklin-

ton High School, Franklinton, La., desires to pursue an aeronautical engineering course at Louisiana State University. He has already launched a rocket under the supervision of his high school science teacher. He is 17 years old and his father has been sailing with the SIU in the steward department since 1953, after joining up in Wilmington, Calif.

Tindell, 20, is a sophomore at the University of South Florida, Tampa. He plans on a science career either in mathematics or physics and has served as a lab assistant on a research project at college. His father has been sailing in the steward department with the SIU since joining at Tampa in 1942.

Miss Berry, 17, is a senior at Columbia High School in Colum-



Karen & Vincent Hilyer



Sharron & Reuben Berry



bia, NC. Her ambition is to become a laboratory technician and she plans to attend Norfolk College of William and Mary. Her father is an SIU tugboatman working out of Norfolk.

Miss Hilyer attends the Academy of the Holy Angels, Fort Lee, NJ. The 18-year-old senior plans to major in mathematics at the College of St. Rose, Albany, NY, for a career in actuarial work. Her father is an SIU railway tugman with the New York Central Railroad.

Selection of the winners was based on their previous scholastic achievements, extra-curricular and community activities and performance on the standard College Entrance Examination Board test. Over 75 Seafarers and children of SIU men applied at some time

(Continued on Page 4)



Arthur Jr. & Arthur Rudnicki



Ralph S. & Ralph W. Tindell



## INDEX To Departments

- The Canadian Seafarer —Page 5
- A&G Deep Sea Shipping Report —Page 6
- The Fisherman and Cannery Worker —Page 7
- The SIU Inland Boatman —Page 8
- SIU Food, Ship Sanitation Dep't —Page 8
- The Pacific Coast Seafarer —Page 10
- Editorial Cartoon —Page 11
- SIU Medical Department —Page 12
- The SIU Industrial Worker —Page 14
- The Great Lakes Seafarer —Page 15
- SIU Safety Department —Page 16
- SIU Social Security Dep't —Page 17
- Shipboard News —Pages 19, 20, 21, 22

# Senate Unit Boosts Load Line Rules

WASHINGTON—A new measure to update load line regulations and require foreign ships to conform to American requirements while in US territorial waters has been reported favorably to the Senate by the commerce committee.

The bill would allow coastwise and intercoastal vessels to increase their carrying capacity by an estimated three percent. It would primarily benefit domestic operators. The higher load line limits go beyond present international regulations in their application to vessels in US domestic trade.

### Insures Conformity

In addition, the original proposal has been amended to assure that foreign ships in US waters conform to provisions of the law on load limits at all times—not just on their departure. The bill prescribes higher penalties than previously to discourage violations.

It also makes clear that the US Coast Guard, as well as Customs officials, have authority to enforce the law. After survey, vessels found to have violated the regulations would pay the cost of survey.

Coastal tankers would be able to add a quarter-inch for each foot they draw. A 30,000-ton tanker drawing 34 feet, it is estimated, could add about eight and a half inches to its draft and thereby carry an additional 900 tons of cargo per voyage. The bill has Coast Guard endorsement.

# Scholarship

(Continued from Page 3)

during the year to complete for the 1962 awards.

The panel which assisted in the selection process, concurred in by the trustees, consisted of Miss Edna Newby, assistant dean, Douglass College, New Brunswick, NJ; Bernard Ireland, Columbia University, New York City; E. C. Kastner, dean of registration and financial aid, New York University, NYC, and F. D. Wilkinson, administrative assistant, Howard University, Washington, DC. R. M. Keefe, dean of admissions, St. Louis University, St. Louis, Mo., and C. D. O'Connell, director of admissions, University of Chicago, Chicago, Ill., were part of the awards panel for the first time this year.

Of the 48 scholarships awarded to date, 21 have gone to active Seafarers and the balance to the children of SIU members. The 1961 winners also included one Seafarer and four children.

## Advance Meeting Schedule For West Coast SIU Ports

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

The schedule is as follows:

Wilmington	San Francisco	Seattle
June 18	June 20	June 22
July 16	July 18	July 20
August 20	August 22	August 24
September 17	September 19	September 21

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

## ANOTHER LABOR-MANAGEMENT STUDY—

# Ship Probe Bypasses Key Issues

(Continued from Page 3)

the Propeller Club on May 21: "American maritime labor must help provide the answers" (to the problems of maritime) "and they must provide them soon . . ."

The implication would appear to be that it is up to the trade unions to provide solutions for the problems of maritime. This is precisely what one major group of unions, the National Committee of Maritime Bargaining, attempted to do one year ago. And it was precisely the "highly-privileged coterie" of subsidized companies, to use Rep. Celler's words, which strove with might and main to blunt the NCMB program and the promise of stability for the industry which that program held forth.

### Refused Cooperation

Any inquiry of the maritime industry would be well-advised to look into how these operators refused to cooperate with the NCMB program and instead, did everything possible to destroy it.

It is pertinent here to review what led up to NCMB and its aftermath. Recognizing the deficiencies of existing maritime policies and the need to take steps to preserve and develop the American Merchant fleet, representatives of eight maritime unions met in New York City on December 16, 1960, and established the National Committee for Maritime Bargaining. They agreed that forthcoming contract negotiations had to go beyond shipboard conditions and deal constructively with the industry's problems through industry-wide, labor-management action.

Participating in the meeting were the Marine Engineers Beneficial Association; Masters, Mates and Pilots; SIU Atlantic, Gulf, Lakes and Inland Waters District; Radio Officers Union; Sailors Union of the Pacific; Marine Cooks and Stewards; Marine Firemen's Union and the Staff Officers Association. The International Longshoremen's Association sent observers to the meeting and later became a full-fledged member.

The National Maritime Union was invited to attend, but refused to participate.

The NCMB program, in the words of its chairman, Jesse Calhoun, called for "vigor, leadership and imagination . . . to reverse the existing decline and provide the means for industry to expand . . ." A key element in the program was joint labor-management action to overhaul the 1936 Merchant Marine Act.

The program was presented at an open meeting on June 6, 1961, to which all segments of the in-

dustry were invited, as well as the Secretaries of Labor and Commerce, the Maritime Administrator and the chairmen of the House and Senate committees concerned with maritime affairs.

Following the meeting, the "New York Times" reported as follows: "Nine Sea Unions Urge Industry Reform—Offer Rejuvenation Plan In New Form of Bargaining."

The "Times" added: "Maritime labor set a new standard yesterday for contract bargaining . . . The joint committee outlined a program to revitalize an industry in which unions have charged mismanagement on the part of both Government and industry . . ."

"A prime demand was that contracts with industry in the future cover American-owned vessels under foreign flags . . ."

"Next in order was the demand for formation of a joint labor-management committee to overhaul policy on shipping subsidies . . ."

It soon became apparent that shipping management was unwilling or unable to cooperate with the unions; nor was it able to agree in its own house on a united approach regarding collective bargaining and legislative problems.

### Different Segments

As in the past, each segment of the industry went its private way. The dominant group of subsidized operators which Rep. Celler has tagged the "highly-privileged coterie" were the main stumbling-blocks.

In the strike which resulted from their attitude, it became obvious that this "coterie" (which dictates the policies of the American Merchant Marine Institute) was prepared to bribe the unions with a bagful of money (Government money, of course) rather than give the unions—and the rest of the industry—any voice in determining maritime policy or to lend themselves to any effort to repatriate American-owned runaway shipping.

They themselves as subsidized companies had no interest in runaway flags, but fought feverishly to protect oil and metals companies who had. The reason for their stand lay in their desire for backing from these influential industries on legislative and administrative matters. The NCMB refused to accept this, as essentially harmful to the job security of American seamen. The NMU, however, took the package.

The "highly-privileged coterie" policy was one of giving "more and more to less and less." Inevitably it meant more wages and fewer jobs.

The day following the Federal court injunction which halted the strike, July 4, the "Times" commented as follows in an editorial entitled "The Maritime Debacle." ". . . Some of the participants

have displayed surpassing cynicism in which the components are greed and a lack of responsibility toward their country . . ."

" . . . What behind-the-scenes role, if any, was played by high-level Federal authority in forcing such a costly settlement as has been agreed on in a large segment of the industry—a cost to be met largely by the public through increased subsidies? . . . Were the increases unconscionable, as stated by some still reluctant seamen who say they believe that jobs are more important than higher wages?"

"The public is entitled to know the answers . . ."

On July 13, in an editorial entitled "Maritime Subsidies," the "Times" added:

"One sure conclusion arising from the . . . maritime dispute is the need for a review of the nation's ship subsidy policy . . ."

"Suppose a subsidy review shows that it is still necessary in 1961 to continue a Federal aid system devised in 1936. Congress must still ask itself whether the money is equitably distributed . . ."

"Twenty-five years ago our domestic fleet was healthy, but the regularly-scheduled overseas services needed assistance. The pattern of foreign trade has since changed radically. Now it is bulk cargo that represents most of this

country's foreign trade. But under the law neither the irregularly-scheduled bulk cargo service nor the ailing domestic trade is entitled to Federal aid. Are we funneling all of our assistance into a segment of the industry with the least impact on the nation's welfare? . . ."

These questions have yet to be thoroughly examined. They are essentially the same questions as those now being asked by President Kennedy and Rep. Celler. They are the same points which have been raised on numerous occasions by the SIU and the other unions in the NCMB. The unions maintain that 1862 is not 1936—that the jet age, the age of the supertanker and the ore carrier has altered the pattern of shipping beyond recognition. It is time that maritime legislation was altered in proportion.

But despite the clear and obvious fact that the ills of the US maritime industry arise out of antiquated, unrealistic policies which are perpetuated by the "highly-privileged coterie," the cure is being sought in the secondary area of labor-management relations. The primary area of concern and investigation must be the policies, attitudes and regulations which have produced or are perpetuating maritime's dilemma.

## THE INQUIRING SEAFARER

**QUESTION:** The Government has set up a study on abandonment techniques because it's felt there are more hazards in this than from the actual wreck. What do you think can reduce the hazards of abandoning ship?

**Mike Anzalone, engine:** I've yet to run into a situation calling for an abandon-ship action as I've been a Seafarer only two years now. But I recently finished up at our SIU lifeboat school and the training there made me realize what's involved. Between the training ashore and shipboard drills, I'm sure I'll be ahead if anything happens.



**Victor Pigg, deck:** I think the biggest bottleneck is just plain panic, when some people forget what they've been trained to do for years in case of an emergency. There's a small number of men like that, but they can create an awful mess in a hurry. Strict training and attention to drills and procedures is the best solution.



**Paul Constan, engine:** Lack of knowledge about what to do and the resulting confusion is the biggest hazard. The only thing to do is have constant training and drills so that any panic created by the real thing doesn't undo what a man has learned by doing. I've been going to sea since 1923 and can see that training is the most important item.



**Felix Bonfont, deck:** If you can board a ship with knowledge stored away about handling a lifeboat and how to abandon ship, you don't waste a lot of time learning about it aboard ship and can concentrate on shipboard drills and stations. The SIU lifeboat program encourages this and is very valuable.



**Joseph Garcia, deck:** Good lifeboat training and safety drills are the best answer. When everybody knows what to do and how to do it, you have the best insurance against panic and injury when abandoning ship. The SIU program is proof of the value of training. The important thing is for everybody to take drills seriously.



**Candido Bonfont, deck:** The more drills you participate in aboard ship before the real thing happens, the better off you will be. You must be trained to move fast and surely to your station in an emergency and know what to do when you get there. Everybody has to take drills seriously, not as a nuisance that seems like a waste of time.



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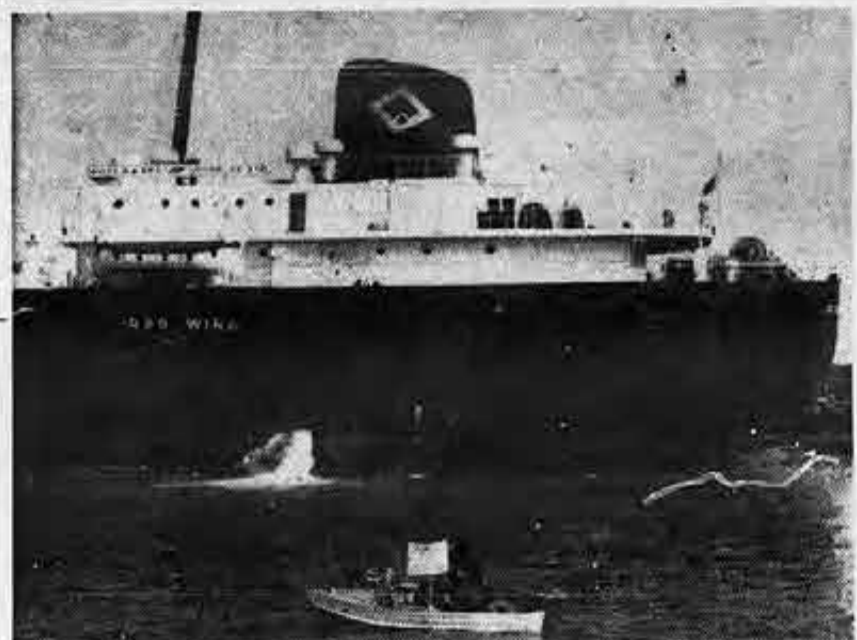
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# THE CANADIAN SEAFARER



SIU picket boat circles the Red Wing, one of the Upper Lakes vessels manned by Canadian scab union.

## Canada SIU Spurs Lakes Wage Drive

MONTREAL—The SIU of Canada is pressing home its demands for a guaranteed annual wage for Great Lakes seamen in talks with contracted Great Lakes operators as negotiations continue on a new agreement to replace the pact expiring in September, 1962.

The demand for annual wage

## New Vessels Join Canada SIU Fleet

MONTREAL—A new 26,000-ton upper Lakes bulk carrier, Montrealais, was christened at the Canadian Vickers shipyard here for the SIU of Canada-contracted Papanichristidis Company. The vessel has already taken a crew.

### Bulk Cargo Carrier

Built in sections, the Montrealais is designed to carry iron ore and other bulk cargoes and is 730 feet long. This is the maximum-size vessel permitted to navigate the locks of the St. Lawrence Seaway. The newcomer is expected to be joined next spring by a sister ship, which will also be built by Vickers.

Two more new vessels are on the way and are expected to be operating by the end of this month for the Hall Corp. One of these is a large self-unloader, the Halifax, and the other is a medium-sized tanker, the Hudson Transport.

In Midland, another SIU-contracted company, N. M. Paterson Steamship, has signed a contract with Collingswood Shipyards for a new vessel to add to its growing fleet.

### Two Ships Now Running

The new Paterson ship will join two other company vessels that just made their maiden voyages on the Great Lakes. These ships, Lawrencodoc and Mondoc, were also constructed at the Collingswood yard.

The unnamed Paterson ship will be 730 feet long and is expected to be ready late this fall. All told, the company plans to have six vessels engaged in the Great Lakes-Newfoundland trade and all six are to be kept running all year long.

security highlights the union's efforts to upgrade standards on the Great Lakes, more than ever threatened by runaway-flag shipping. Other provisions of the SIU's program include a 40-hour week, fixed manning scales and specific improvements in working conditions.

Concurrently with the fight at the negotiation table, the union has also taken up the battle on the waterfront to meet the grave threat to wages and conditions of all seamen posed by the stepped-up runaway efforts of the Norris Grain Company and the scabbing activities of its subsidiary, Upper Lakes Shipping, Ltd.

The SIU fight against the Norris runaway-scabbing complex has received strong support from the Great Lakes Conference of the Maritime Trades Department and other waterfront unions, many of whose members have already been undercut by the company.

### Picketing Upheld By Court

Last year unemployed seamen successfully picketed company ships in ports on both sides of the border. Attempts by Norris interests to obtain injunctions were rejected by courts in both countries via a series of rulings upholding peaceful picketing action protesting job losses to substandard operators.

Norris then resorted to outright scabbing and, out of this effort, a new "Canadian Maritime Union" resulted. Upper Lakes Shipping used this group to scab on the SIU as soon as the 1962 navigation season opened. Previously, the company refused to negotiate with the union when the old contract expired at the end of the '61 season.

SIU picketline action against the ships operated by the combine has since been upheld by the Superior Court at Montreal, which turned down a petition for an injunction. Waterfront unions have respected the picketlines and, in turn, were scabbed out by the CMU and private guards who moved cargo the unions wouldn't handle.

## SIU MEETINGS

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

New York	June 4
Philadelphia	June 5
Baltimore	June 6
Detroit	June 8
Houston	June 11
New Orleans	June 12
Mobile	June 13

## Chemical Workers Join MTD

WASHINGTON—Continuing its growth as the official AFL-CIO department representing marine and allied workers, the AFL-CIO Maritime Trades Department welcomed its 31st affiliated union last month, the International Chemical Workers Union.

### Unanimous Affiliation Vote

The ICWU voted unanimously to affiliate with the MTD at a March meeting of the union's executive board. A month earlier, the International Brotherhood of Operative Potters became the 30th MTD-affiliated union.

In joining the MTD, the ICWU executive board said the affiliation would expand its participation in AFL-CIO activities and advance the interests of many of its locals in seaport areas. It noted that MTD membership already includes the Oil, Chemical and Atomic Workers as well as other industrial unions in related jurisdictions.

### Officers Represent Union

Walter L. Mitchell, ICWU president, will serve as the union's representative on the MTD executive board and Marshall Shafer, secretary treasurer, will serve as his alternate. The union has headquarters in Akron, Ohio, and lists a total membership over the 80,000-mark.

In addition to chartering its 31st AFL-CIO affiliate on a national basis, the MTD currently has 32 maritime port councils operating on a local level on all coasts.



Welcoming International Chemical Workers Union as the 31st affiliate of the MTD, president Paul Hall (right) greets ICWU president Walter L. Mitchell (center). Looking on is MTD executive secretary Peter McGavin.

# Treasury Nixes Runaway Taxes

WASHINGTON—The sad tales of economic ruin which US operators of runaway-flag ships have been echoing ever since the Administration announced plans to tax the profits of

their dummy foreign corporations seem to have reached the ears of the Secretary of the Treasury, Douglas E. Dillon. The Secretary told the Senate Finance Committee this month that his department had second thoughts about including runaway shipping under the taxation proposal.

Some of America's biggest and richest oil and ore producers have exerted tremendous pressure on the Administration in an attempt to win tax exemption for their overseas shipping subsidiaries.

The legislation was originally designed as part of a broad campaign by the Government to close off tax loopholes and produce additional revenue. The runaway-flag shipping device of American owners has been cited as a prime example of the "tax haven" situation the bill seeks to cover.

A major point in the bill is the difference it stresses between operations that are an integral part of the country where they are located, such as a shoreside manufacturing plant employing local workers, and a shipping set-up that has the barest ties with the flag under which it is registered. The tax rates covering the two situations would be far different, since the tax bill is not intended to penalize true foreign investments.

The runaway ship operation differs from these because it merely "rents" its credentials from a country and has nothing to do

with it after that. This is essentially the case with Liberia and Panama, whose maritime fleets are far out of proportion to their own national commerce.

In their attempt to continue the tax loophole favoring their operations, runaway shipowners have argued that if the tax bill is adopted as written, they will have to sell off their ships, which are supposed to be available to the US in an emergency.

This view has apparently persuaded the Treasury Secretary, since the Defense Department has long held the same position. Exemption for the runaways would mean, in effect, that American seamen who pay their fair share of US taxes would be subsidizing the tax bill of their runaway competition.

## Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.

# Ore, Calmar Again Win PHS Sanitation Awards

BALTIMORE—Two more SIU companies, Ore Navigation and Calmar Steamship, have been awarded special citations by the US Public Health Service for excellence in sanitation maintenance aboard the fleets of both companies in 1961.

For Ore Navigation this was the sixth consecutive year that it has received a USPHS commendation and for Calmar it was the fifth.

The Public Health Service conducts the inspection program as a means of controlling disease and contamination aboard ship as well as ashore. Its inspections cover the preparation and serving of food, including their sources ashore. USPHS maintains a checklist of 166 separate items cover-

ing sanitary construction, maintenance and operation of all feeding and cooking facilities aboard the vessels.

In winning the latest awards, seven Ore Line vessels and the 11 Calmar ships received a rating of 95 percent or better on these items.

The presentation ceremonies to Ore and Calmar were conducted here by Assistant Surgeon-General C. H. Atkins, chief sanitary officer, US Department of Health, Education and Welfare.

Besides Ore and Calmar, other SIU companies such as Alcoa, Isthmian and Waterman have also earned commendations recently for overall fleet sanitation. The Lucile Bloomfield just received its sixth perfect score in a row on a USPHS inspection to mark the 17th consecutive time that a company vessel has garnered a top rating of 100.

Adding to the list of sanitary certifications received by SIU-contracted companies and ships, the Tamara Guilden has received a certificate of sanitary construction from the USPHS for meeting the requirements for shipboard cleanliness laid down by the Federal service.

The 22,934-ton, German-built motorship, is operated by the Transport Commercial Corporation of New York. She was originally owned by the Zim Israel Navigation Company of Haifa, Israel, and was transferred to United States registry last year.



# SEAFARERS ROTARY SHIPPING BOARD



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

April 1 Through April 30, 1962

After an increase in job activity during March to a high for the year so far, shipping for Seafarers fell slightly in April to a total of 2,314 jobs shipped. The dip was not effective across the board in all departments, as shipping in the deck gang rose a small amount and, among the seniority groups, class C showed an increase during the month.

A decline in ship activity (see right) appeared to be largely responsible for the overall drop. Payoffs, sign-ons and in-transit totals went down sharply in three Atlantic Coast ports, New York, Philadelphia and Baltimore, and this resulted in a decline of 40 vessels handled by all ports. The Gulf was busy, however, and West Coast ports held steady in the numbers of vessels serviced.

On the job front among the ports, six reported a gain

in shipping for the period. Boston, New York, Norfolk, Mobile, Wilmington and San Francisco showed a rise; the others fell off in varying amounts, with Philadelphia, Jacksonville and Houston listing the biggest reductions in jobs dispatched.

A drop in registration followed the shipping downturn for the month, except for group 2 men in class A for all departments. The net result during the period was a small increase in the number of men registered on the beach by the end of April.

Overall, while the total number of top seniority class A men registered on the beach was somewhat less than the number of jobs posted, there still was enough of a selection on the board in SIU ports so that most of the Seafarers in this group who desired to sail could have done so with little difficulty.

## Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	4	1	11	16
New York	44	9	32	85
Philadelphia	6	0	14	20
Baltimore	11	7	19	37
Norfolk	4	5	7	16
Jacksonville	4	4	15	23
Tampa	2	..	14	16
Mobile	12	5	14	31
New Orleans	17	15	32	64
Houston	12	7	39	58
Wilmington	2	2	13	17
San Francisco	5	3	14	22
Seattle	5	..	9	14
<b>TOTALS</b>	<b>128</b>	<b>58</b>	<b>233</b>	<b>419</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
Boston	7	11	6	24	0	3	4	7	2	5	1	8	0	1	1	2	1	1	1	3	8	2	3	13	10	21	6	37	0	2	7	9
New York	40	111	27	178	10	19	40	69	34	90	24	148	8	16	23	47	3	3	6	12	148	47	12	207	85	144	27	256	6	28	50	84
Philadelphia	5	15	5	25	0	1	8	9	5	12	0	17	1	2	—	3	0	0	1	1	17	3	1	21	13	20	12	45	2	5	11	18
Baltimore	20	41	17	78	3	5	16	24	13	22	8	43	2	11	10	23	0	3	5	8	43	23	8	74	29	70	18	117	3	8	25	36
Norfolk	8	16	2	26	0	5	6	11	10	14	4	28	1	2	8	11	1	0	0	1	28	11	1	40	11	13	3	27	0	9	9	18
Jacksonville	9	9	0	18	3	4	2	9	3	4	2	9	0	6	1	7	0	5	2	7	9	7	7	23	11	9	1	21	2	7	5	14
Tampa	2	6	1	9	0	0	1	1	1	0	1	2	1	1	0	2	0	1	0	1	2	2	1	5	4	8	1	13	0	0	2	2
Mobile	12	25	8	45	0	4	5	9	6	26	8	40	1	2	7	10	0	0	0	0	40	10	0	50	33	32	12	17	0	3	3	6
New Orleans	28	63	17	108	0	13	22	35	23	71	18	112	1	25	19	45	0	3	5	8	112	45	8	165	52	74	16	142	2	14	25	41
Houston	52	88	23	163	2	18	17	37	26	80	14	120	4	14	17	35	0	6	3	9	120	35	9	164	66	80	34	180	2	25	20	47
Wilmington	7	12	2	21	—	3	1	4	6	11	4	21	1	4	3	8	—	6	4	10	21	8	10	39	7	14	2	23	1	2	—	3
San Francisco	10	24	3	37	1	2	5	8	13	14	8	35	0	3	4	7	1	6	3	10	35	7	10	52	16	23	3	42	1	5	6	12
Seattle	15	24	6	45	1	9	3	13	9	9	5	23	1	6	6	13	6	14	9	29	23	13	29	65	16	25	5	46	0	14	5	19
<b>TOTALS</b>	<b>215</b>	<b>445</b>	<b>117</b>	<b>777</b>	<b>20</b>	<b>86</b>	<b>130</b>	<b>236</b>	<b>151</b>	<b>358</b>	<b>97</b>	<b>606</b>	<b>21</b>	<b>93</b>	<b>99</b>	<b>213</b>	<b>12</b>	<b>48</b>	<b>39</b>	<b>99</b>	<b>606</b>	<b>213</b>	<b>99</b>	<b>918</b>	<b>353</b>	<b>533</b>	<b>140</b>	<b>1026</b>	<b>19</b>	<b>122</b>	<b>168</b>	<b>309</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
Boston	0	4	0	4	0	1	2	3	0	2	1	3	1	1	3	5	0	1	2	3	3	5	3	11	1	8	1	10	1	2	5	8
New York	29	77	13	119	5	34	37	76	26	63	19	108	4	31	17	52	1	3	11	15	108	52	15	175	38	121	11	170	11	44	47	102
Philadelphia	2	11	4	17	0	4	7	11	2	8	4	14	0	0	1	1	0	0	0	0	14	1	0	15	2	22	6	30	0	5	5	10
Baltimore	9	45	8	62	1	15	16	32	5	29	5	39	1	11	11	23	0	3	5	8	39	23	8	70	10	55	10	75	2	19	26	47
Norfolk	2	10	4	16	2	6	3	11	2	13	4	19	1	4	5	10	0	0	3	3	19	10	3	32	3	14	5	22	2	9	7	18
Jacksonville	3	8	1	12	2	8	1	11	1	2	0	3	1	2	2	5	0	7	0	7	3	5	7	15	2	10	1	13	1	8	7	16
Tampa	0	3	0	3	0	1	3	4	0	0	0	0	0	0	1	1	0	0	1	1	0	1	1	2	2	5	1	8	1	1	2	4
Mobile	2	19	6	27	0	7	7	14	6	19	6	31	0	5	9	14	0	1	2	3	31	14	3	48	7	28	3	38	0	9	4	13
New Orleans	14	58	10	82	1	20	28	49	11	53	6	70	1	31	17	49	0	6	5	11	70	49	11	130	33	75	13	121	3	28	29	60
Houston	20	63	8	91	4	24	18	46	14	48	8	70	3	20	16	39	0	7	13	20	70	39	20	129	29	74	8	111	3	40	16	59
Wilmington	2	8	1	11	3	4	1	8	2	6	1	9	4	8	—	12	—	2	8	10	9	12	10	31	2	11	1	14	1	2	1	4
San Francisco	8	37	2	47	0	3	4	7	11	21	4	36	0	4	0	4	1	9	6	16	36	4	16	56	7	29	3	39	1	4	3	8
Seattle	3	19	3	25	0	7	3	10	4	24	2	30	1	7	3	11	0	6	4	10	30	11	10	51	7	21	3	31	2	10	3	15
<b>TOTALS</b>	<b>94</b>	<b>362</b>	<b>60</b>	<b>516</b>	<b>18</b>	<b>134</b>	<b>130</b>	<b>282</b>	<b>84</b>	<b>288</b>	<b>60</b>	<b>432</b>	<b>17</b>	<b>124</b>	<b>85</b>	<b>226</b>	<b>2</b>	<b>45</b>	<b>60</b>	<b>107</b>	<b>432</b>	<b>226</b>	<b>107</b>	<b>765</b>	<b>143</b>	<b>473</b>	<b>66</b>	<b>682</b>	<b>28</b>	<b>181</b>	<b>155</b>	<b>364</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-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL
Bos.	—	2	0	2	4	1	0	1	2	—	3	1	2	6	0	0	2	2	0	0	1	1	6	2	1	9	—	3	1	5	9	0	0	2	2
NY	6	35	15	48	104	1	5	45	51	21	8	7	43	79	1	0	26	27	0	0	28	28	79	27	28	134	23	59	36	97	215	1	6	49	56
Phil.	3	1	1	5	10	0	1	7	8	0	1	2	6	9	1	1	7	9	0	0	2	2	9	9	2	20	7	10	8	9	24	1	1	11	13
Bal.	3	17	13	13	46	0	2	19	21	3	7	4	12	26	0	0	13	13	1	1	2	4	26	13	4	43	10	28	16	28	82	2	2	28	32
Nor.	1	5	2	4	12	2	4	4	10	0	3	3	2	8	1	2	9	12	0	0	0	0	8	12	0	20	0	11	3	6	20	1	2	9	12
Jac.	6	3	2	3	14	0	1	5	6	0	1	0	2	3	0	1	3	4	2	0	8	10	3	4	10	17	7	17	22	7	53	3	17	15	35
Tam.	2	0	1	3	6	0	0	1	1	1	0	0	1	2	0	0	0	0	0	0	0	0	2	0	0	2	2	2	2	8	14	0	0	3	3
Mob.	7	5	7	17	36	0	0	19	19	3	8	5	16	32	1	0	16	17	0	0	0	0	32	17	0	49	8	13	7	32	60	0	0	14	14
NO	6	17	15	53	91	0	6	39	45	3	22	6	47	78	0	5	35	40	0	0	10	10	78	40	10	128	13	33	21	88	155	0	4	43	47
Hou.	5	31	17	28	81	3	3	35	41	3	17	10	29	59	0	10	17	27	0	0	16	16	59	27	16	102	13	30	12	23	78	4	5	29	38
Wil.	2	4	1	1	8	2	1	3	6	1	3	0	4	8	3	0	4	7	1	2	6	9	8	7	9	24	3	7	2	4	16	0	0	3	3
SF	3	4	5	7	19	0	0	4	4	3	4	3	10	20	0	0	8	8	4	0	10	14	20	8	14	42									

**THE FISHERMAN  
and  
CANNERY WORKER**

**SIUNA Calls Conference  
Of Fish, Cannery Unions**



Discussing arrangements for June 19 fish and cannery workers conference, at SIU hall in NY, are George Johansen, secretary-treasurer of the Alaska Fishermen's Union (left), and Cal Tanner, SIU exec. vice-president.

WASHINGTON—The founding of a permanent national conference of SIUNA fish and cannery workers unions to deal with mutual problems in the industry will be the center of discussion for a meeting here on June 19. Representatives of 16 SIUNA affiliates in the fishing and fish processing industry have been invited to take part.

Plans for the conference call for a headquarters office here in the capital to coordinate joint activities on such matters as the growth of import competition, collective bargaining restrictions on fishermen and the raiding of fishing grounds by foreign fishing fleets.

The conference would establish an information program for all member unions on important developments affecting workers in the industry. It will also attempt to set up improved working relationships with appropriate Federal agencies, Congress, the AFL-CIO

and with Maritime Trades Department and Food & Beverage Trade Department of the Federation. A preliminary meeting was held at SIU headquarters in New York last month and agreed to lay the groundwork for a permanent SIUNA structure to service affiliates on all coasts. The issues causing the decline of the domestic fishing industry affect thousands of SIUNA fishermen and fish cannery workers.

A full-time SIUNA apparatus to deal with legislation, imports, conservation, promotion of American fishery products and the modernization of the US fishing fleet would serve as a center of information for all affiliated unions and help coordinate organizing.

Organizing efforts of fishing unions have been severely hampered by legislation that prohibits independent fishermen from entering into collective bargaining relationships because of anti-trust restrictions. Bills are already pending in the House and Senate to change the status of independent fishermen to employees.

**Union Bars Scab Move**  
SAN DIEGO—The solidarity and support that is the hallmark of SIUNA-affiliated unions was again evident in the recent West Coast shipping strike, as the Cannery Workers and Fishermen of the Pacific stopped a move to scab on the striking SIU Pacific District unions.

The scabbing attempt grew out of efforts by operators who thought they saw a chance to make a fast buck out of the tie-up and tried to line up cargo to be put aboard tuna clippers in the harbor. The cargo was to be hauled out at a premium to Hawaii.

Once word of the strike-breaking bid reached the fishermen's union, it went to work and ruled out any attempt to scab on the seamen's unions who were out on strike. The operators involved thereafter went back to their regular work of trying to catch tuna, a little bit wiser about trying to fink out on any SIUNA unions.

The Pacific District unions, which went back to work under a Taft-Hartley injunction, sent their thanks to the fishermen for the assist.

and with Maritime Trades Department and Food & Beverage Trade Department of the Federation.

A preliminary meeting was held at SIU headquarters in New York last month and agreed to lay the groundwork for a permanent SIUNA structure to service affiliates on all coasts. The issues causing the decline of the domestic fishing industry affect thousands of SIUNA fishermen and fish cannery workers.

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**New Bedford Official Heads Labor Council**

NEW BEDFORD—Howard W. Nickerson, secretary-treasurer of the SIU-affiliated New Bedford Fishermen's Union, has been elected president of the Greater New Bedford and Cape Cod Labor Council, AFL-CIO.

Swearing in ceremonies were held at a dinner-meeting of the area central labor body at which the guest speaker, Sen. Torby Macdonald, talked on the Administration's medical care for the aged program.

The Greater New Bedford and Cape Cod Labor Council is composed of 49 local AFL-CIO unions and 103 delegates representing some 20,000 union members.

**Sea Unions Study Runaway Job Plan On Bulk Carriers**

The SIU and three other unions manning ships operated by subsidiaries of the Bethlehem Steel Corporation are closely studying a company proposal under which American seamen would get two berths on foreign-flag vessels controlled by the two lines for every job lost through automation on US-flag ships.

Under the Bethlehem plan, American seamen would man, at US wages and working conditions, two jobs on foreign-flag ships for every job which new technological improvements make unnecessary in the manning of their American-flag ships. The unions would have to agree to the reduction in the manning scale due to the automation of the ships.

While the proposal would give US seamen American wages and working conditions, they still would be working under a foreign flag and might not have the protection of the Jones Act, enacted by Congress to protect seamen. Bethlehem says it can now design ships so technologically ad-

vanced that, without increasing the workload per man, they could be operated with crews 50 to 60 percent the size of present-day complements.

**American Ships**

At present the two subsidiaries, Ore Navigation Corp., and Calmar Steamship Corp., operate only US-flag vessels. Ore does have a number of foreign-flag ships under time charter and is expected to become the agent for two 51,000-ton bulk carriers recently ordered for construction in West Germany.

The four unions offered the plan are the SIU, the Marine Engineers Beneficial Association, the Masters, Mates and Pilots and the Radio Officers Union.

**Labor Dept. Nears 50th Anniversary**

WASHINGTON—President Kennedy has proclaimed 1963 as "United States Department of Labor Fiftieth Anniversary Year."

The Department was established March 4, 1913, "to foster, promote, and develop the welfare of the wage earners of the United States, to improve their working conditions, and to advance their opportunities for profitable employment."

In his proclamation, the President pointed to the role of the Department in advancing the interests of American wage earners, upon whose skills and energies, he said, depend "the success of our economy and the well-being of our nation."

A committee has been established to take the lead in planning and carrying out activities to mark the anniversary.

Mr. Kennedy will act as honorary chairman of the group, while the honorary vice chairmen will be the Vice-President of the United States and the Speaker of the House.

Named as co-chairmen were Secretary of Labor Arthur J. Goldberg; former Secretaries of Labor James P. Mitchell and Frances Perkins; and AFL-CIO President George Meany.

**Drive For Medical Care Program Shows Support**

With the drive to win Congressional approval of the labor-backed medical care for the aged program steadily gaining momentum, Seafarers are again urged to direct letters to their Congressmen and Senators in Washington expressing support of the proposed Anderson-King Bill.

A number of SIU men have forwarded letters of support for the health care measure to headquarters and to the LOG. These have had to be re-directed to Washington, where action on the legislation is expected to begin in June in the House Ways and Means Committee.

The Anderson-King measure, designed to provide health insurance for the aged under the Social Security System, received a strong push from the President and the Administration this month. Ad-

ressing an overflow rally at New York's Madison Square Garden, the President appealed for wide public support of the bill, which "is essential," he said, "if this or any other piece of progressive legislation, is going to be passed."

The bill would provide medical care at the age of 65 for American workers or widows in the form of hospitalization benefits, nursing home care, hospital outpatient diagnostic services and home health services. The program would be administered and financed through the established Social Security System of old-age benefits, survivors' insurance and disability benefits at a fractional increase in Social Security contribution rates.

Opponents of the measure, such as the American Medical Association, have raised the old bugaboo of "socialized medicine" as their rallying cry and contend at the same time that the Anderson-King program offers only "limited" benefits.

**SIU Pickets**

(Continued from Page 2) bargaining unit by selling seven of the Robin Line ships. This move is in violation of the existing contract and is an attempt to liquidate the bargaining unit without notice or bargaining with the SIU.

The SIU had notified all companies that it was opening talks covering all collective bargaining agreements. Present contracts expire on June 15.

While the SIU was in the midst of reopening contract negotiations with its contracted companies, the NMU started a potential strike-breaking action by seeking to raid the Robin Line ships. This resulted from an NMU petition to the NLRB for a vote covering all Mooremac vessels. Charges were filed against the NMU under the AFL-CIO Internal Disputes Plan, which prohibits such raids.

**Violates Agreement**

The NMU's action violates a previous joint agreement recognizing the SIU's right to represent Robin Line ships and is an attempt to create an atmosphere of disorder and controversy within the maritime industry.

At the time of the original Mooremac purchase of Robin Line, the SIU re-established bargaining rights on seven of the eight Robin Line ships by overwhelming votes conducted by the NLRB. The NLRB is presently holding hearings on the dispute.

**Put Postal Zone On LOG Address**

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

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

**Kenya Labor Visitors**



Visiting headquarters, Clement K. Lubembe, general secretary of the Kenya Federation of Labor (center), stopped to talk with Seafarer John Cummins of the black gang, while Alphonse Okuku, brother of Tom Mboya, secretary of labor in the provisional Kenya government, listens. Lubembe had asked Cummins whether he'd been to Mombasa recently, but Cummins has been a stranger there lately, sailing mostly round-the-world runs.

# Banks, Biz Spark Drive To Lick Tax Withholding

WASHINGTON—Banks and corporations have launched a "calculated campaign of confusion" in an effort to defeat an Administration proposal for a withholding tax on dividend and interest income.

The AFL-CIO charged that the Government loses more than \$800 million in year in revenue which taxpayers whose earnings are already subject to withholding must make up. This means workers and individuals whose wages and salaries are affected by tax withholding at the present time.

The dividend withholding provision was included in the tax revision bill passed by the House of Representatives earlier this year. It faces a hard battle in the Senate, with a flood of letters opposing the provision reflecting misunderstanding of what the withholding tax means and how it would be enforced.

One strong supporter of the withholding tax has received more than 30,000 letters from opponents, many of them based on the mistaken belief that the provision would either impose a new tax or increase existing taxes.

Savings banks in some areas have taken newspaper advertising encouraging taxpayers to write in opposition to withholding, using material that has been labeled clearly "misleading." Insurance companies are also sending policyholders special brochures urging letters and community action to defeat the tax proposal, which actually imposes no new tax on anyone. The provision would, however, encourage payment of what has always been due under existing law.

To answer both the honest confusion and the deliberate distortions, the AFL-CIO made these points in a special tax fact sheet:

Virtually all income received in salaries and wages is reported and taxed through the withholding system which has been in effect

since 1942. Since there has been no comparable means of collecting taxes on income from stocks, bonds and bank accounts, the Internal Revenue Service estimates that nearly \$4 billion in taxable income does not get reported—and the Government loses more than \$800 million a year.

Opponents have charged that withholding will cause hardship to low-income groups, including widows, orphans and the aged. "In our judgment," the AFL-CIO fact sheet declared, "families who have little or no tax obligation will be fully safeguarded under the interest-dividend withholding proposal. Its real objective will be to collect from the forgetful and the deliberate chiselers."

The AFL-CIO noted that if the Senate rejects interest-dividend withholding it will "perpetuate a gross injustice" against all wage and salary earners.

## Daughter Of SIU Purser

# Little Miss Makes News

NEW ORLEANS—While Robert Bannister was being transported over the blue South American waters aboard the SIU-contracted cruiser Del Mar, Mrs. Bannister was giving birth to Cynthia Jan Bannister on May 13th.

The arrival of the tot on that day led to her promptly being named "Little Miss Transportation of 1962" by the Women's Traffic and Transportation Club of New Orleans. Bannister is a purser aboard the Del Mar and a member of the SIU-affiliated Staff Officers Association.

Selection of a baby girl on the first day of "National Transportation Week" to be crowned "Little Miss Transportation" has become an annual event for the club, Cynthia Jan being the fifth child so honored. The club presented Mrs. Bannister with a \$25 savings bond for the baby, at the hospital.

Mother, daughter and dad, who was cabled the news, are all reported doing fine.

## SIU FOOD and SHIP SANITATION DEPARTMENT

Cliff Wilson, Food and Ship Sanitation Director



### Techniques For Vegetable Cookery

Sea lore is full of grim stories about entire crews of men stricken by diseases caused by a lack of proper nutrients in the diet. There is every reason to believe that seamen were among the pioneers in the use of vegetables to control such diseases as scurvy and pellegra.

It was discovered entirely by accident that men who had been including vegetables and fruit in their diets were entirely free of these diseases. Later, it was clearly established that some vegetables and citrus fruits served as a preventative to ward off nutritional defects and these items subsequently became staples aboard ship.

Since those early days when very little was known on the preparation and preservation of the vegetable, scientific research by food specialists has helped to formulate rules and procedures to govern our methods of cooking vegetables so that their full nutritional benefits can be enjoyed.

As in the preparation of any other type of food, cleanliness is essential. All vegetables should be thoroughly washed before cooking to assure that there are no spray residues left on them and to eliminate the possibility of bacterial infestation. Leafy vegetables should be washed several times in cold water to remove all evidence of dirt and sand.

In this case, it is preferable to remove the greens from the water rather than the water from the greens. This practice permits the grit and dirt to settle on the bottom of the sink or container, not back into the greens.

Where the vegetables are exceptionally dirty, it may be necessary to boil, cool and drain them before completing the cooking process. This pre-cooking procedure serves as a form of blanching, and is helpful in maintaining whiteness in vegetables such as cauliflower. Occasionally small worms may be present in cauliflower and broccoli. Blanching or a half-hour soaking in salt water or mild vinegar solution will eliminate the problem, however.

It is important to try to avoid overcooking vegetables. Overcooking tends to destroy the flavor and causes a degree of decomposition, causing these foods to present an unappetizing appearance. This is especially a problem in the case of green vegetables such as peas or leaf greens, as these foods have a natural acid content that makes them susceptible to loss of food value and discoloration.

The use of dried vegetables in the preparation of soups is common practice and all cooks should be familiar with them. Since the water lost in ripening and drying must be replaced, it is necessary to soak dry vegetables in water for five to six hours overnight. They also should be allowed to simmer rather than boil, since they have a tendency to toughen when subjected to boiling temperatures.

Frozen vegetables present problems that are somewhat different. Due to the blanching process before freezing, frozen vegetables usually require less cooking time than fresh. You should not refreeze frozen vegetables under any circumstance once they have thawed. The combination of blanching and refreezing causes a rapid multiplication of bacteria once the food is thawed.

To avoid the possibility of food poisoning, it is important to use thawed foods as quickly as possible. If necessary, cook them in advance and hold for use as soon as possible.

The general rule regarding vegetables sums up this way: Careful preparation and cooking preserves the nutritional value and also the color and appearance. In the long run, when vegetables are cooked so that they look good and taste good, they will also contain the greatest amount of food value.

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

# THE SIU INLAND BOATMAN

## IBU Wins Sheridan Tug Balloting 18-0



Jubilant crew of tug Peggy Sheridan is one of three that voted for IBU representation. Pictured (l-r) John Torres, wiper; Wilbur Goodwin, AB; William Johnson, cook; Loren Brown, wiper; Adam Asberry, AB; James Smith, MM.

PHILADELPHIA — The SIU Inland Boatmen's Union scored a unanimous National Labor Relations Board election victory this month to win bargaining rights for boatmen manning three deep-sea tugs of the Sheridan Transportation Company. The IBU won the balloting covering 23 eligible voters by a margin of 18-0.

All Atlantic Coast ports from New York to Hampton Roads took part in the organizing campaign due to the nature of Sheridan's operation. The company's three boats tow non-self propelled cargo barges up and down the Atlantic and Gulf coasts.

### Harbor Tug Signed

A fourth vessel, the H. J. Sheridan, a harbor tug, has been under IBU contract for some time in this port, where company offices are located.

Voting took place aboard the tug Peggy Sheridan at Bushey's Shipyard, Brooklyn, on May 2, and on the Chris Sheridan, at Booze's Shipyard, Baltimore, the following

day. Crewmembers of the third boat involved, the D. T. Sheridan, voted in both places, since their vessel had earlier sank, was refloated and is also being refitted at Bushey's in Brooklyn.

Prior to the IBU election success this month, the Sheridan deep-sea tug operation was non-union. Local 333, United Marine Division of the National Maritime Union, attempted to win bargaining rights on these tugs but lost an election six years ago.

## Texas IBU Pact Tops

PORT ARTHUR — The SIU Inland Boatmen's Union has solidified its decisive National Labor Relations Board election victory on D. M. Picton & Company boats by signing a top union contract calling for full welfare-pension protection, increased manning and improvements in working conditions.

Effective May 1, the contract provides complete coverage for the company's 29 boatmen under the welfare and pension program and added one deckhand for each of the four boats now in operation. The election in March went 24-1 for the IBU, involving all 25 men then employed.

A major change in working conditions was the establishment of a 12-hour day work schedule that gives all hands the right to schedule their time off so that it coincides with their relief. Deckhands and engineers previously used to work all hours on a schedule of 20 days on and ten off.

The two-year contract provides for a wage reopener after the first year plus a variety of improvements in basic working conditions.

Picton operates four harbor boats in the Port Arthur, Beaumont and Sabine area. Company boatmen had been members of an independent union since 1946, but this organization was unanimously dissolved by the membership last October.

## IBU, Oil Rig Fleet Agree On Contract

HOUSTON—Pressing home its drive to provide top wages and job security for boatmen in the George E. Light & Company fleet, the SIU Inland Boatmen's Union has signed the oil rig servicing operator to a pace-setting contract calling for an immediate \$50 monthly wage boost for all hands.

The two-year contract, signed early in May with the Seabrook, Texas, company, also provides for a wage reopener on March 1, 1963 to insure the continued economic security of its boatmen. The agreement climaxes a union drive in the fleet that began late last year.

Other provisions of the new pact insure complete welfare and pension coverage for the men and their families, full job security guarantees, an extra day off a week for all employees and annual paid vacations. Among the working rule changes is a stipulation barring maintenance work after 5 PM and before 7 AM.

## SIU HALL DIRECTORY

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

PRESIDENT Paul Hall

EXECUTIVE VICE-PRESIDENT Cal Tanner

#### VICE PRESIDENTS

Claude Simmons Lindsey Williams

Earl Shepard Al Tanner

#### SECRETARY-TREASURER

Al Kerr

#### HEADQUARTERS REPRESENTATIVES

BILL Hall Ed Mooney Fred Stewart

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

DETROIT 10225 W. Jefferson Ave. Vinewood 3-4741

HEADQUARTERS 675 4th Ave., Bklyn. HYacinth 9-6600

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

JACKSONVILLE 2608 Pearl St., SE. Jax William Morris, Agent ELgin 3-0827

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

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

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

NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6606

NORFOLK 418 Colley Ave. Gordon Spencer, Acting Agent 625-6505

PHILADELPHIA 2604 S. 4th St. DEwey 6-5817

SAN FRANCISCO 450 Harrison St. Douglas 2-4401

SANTURCE, PR 1313 Fernandez Juneos, Stn 28 Keith Terpe, Hq. Rep. Phone 723-0063

SEATTLE 2505 1st Ave. Ted Bobkowski, Agent Main 4-4334

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

WILMINGTON, Calif 505 N. Marine Ave. Terminal 4-2528



### British Seamen Walk Off Ships Rather Than Sail To Red China

**VANCOUVER, BC**—Crewmembers of three British freighters, one in this port and two in Australia, have walked off their ships rather than make return trips to Communist China. In all cases, the seamen refused to make the trip because of their experiences on earlier voyages to the Chinese "People's Republic," during which they were man-handled and reportedly received generally a hostile treatment from port officials and police.

Sixteen seamen who hit the bricks in Sydney were given two-week jail sentences as "deserters." The crewmen in Canada face similar charges. Seamen off the North Devon in Canada were quoted as saying they were "pushed around. Police went through our personal gear and treated us like animals during the two weeks we were there." The ship had delivered a cargo of grain to China and was being loaded for a return trip.

In Melbourne, Australia, it was reported that the British freight-ship Bannerdale ran into difficulties making a scheduled delivery to mainland China, when a stern locker caught fire. The blaze was said to be part of an effort to keep the vessel from returning to China.

## Engineers' Jobs Upheld

The Marine Engineers Beneficial Association has won its fight to protect members' job and pension rights threatened by a complicated financial merger involving Isbrandtsen and American Export Lines.

Basing his decision on the strong case presented by the union, special arbitrator Benjamin Heller has ruled that the MEBA contract with Isbrandtsen must apply in the company's transfer of its fleet to American Export Lines.

The union had been threatened with the loss of jobs for 124 members when the 14-ship Isbrandtsen fleet came under the Export flag. Export has a contract with the National Maritime Union's Brotherhood of Marine Officers for its deck and engineer officer person-

nel. The BMO was used previously to seab on the engineers during an MEBA strike.

Heller said in his ruling that the MEBA contract with Isbrandtsen follows the ships in the transfer. He cited specific provisions in the company-union contract which cover this and said the sections were written "to meet the situation then confronting and known to both parties."

The two-company complicated financial merger involved transfer of Isbrandtsen ships to a new company, which then became an

Export subsidiary through a merger. In actuality, Isbrandtsen is still the top company with control of Export.

MEBA pressed the issue of having the contract follow the ships based on the specific language of its agreement with Isbrandtsen. The situation came to arbitration over the strong objections of Isbrandtsen and followed a series of strike actions and a court suit against the company by the engineers.

MEBA had earlier questioned approval of the merger arrangement as part of a Federal subsidy plan for the combined ship operation, gaining a further inquiry into the entire transaction. The subsidy as well as the job issue has now been cleared.

### New Affiliate In Full Swing

## Chicago SIU Cabmen Open Hall

**CHICAGO**—Working under an effective union contract for the first time in local cab union history, members of the SIUNA Transportation Services and Allied Workers are today realizing the benefits of their three-year struggle for union rights free of mob control. The 5,000 cab drivers and garage workers won a 20-hour strike on March 30 that firmly established their new union.

The cab workers had quit Jimmy Hoffa's Teamsters last year in order to obtain decent conditions. They affiliated with the SIUNA in January as the Transportation Services and Allied Workers, after operating independently as the Drivers Union Organizing Committee, Local 777.

Workers here are also linked with a separate group of almost 300 drivers in St. Louis, who also quit Hoffa's Teamsters this year in order to seek honest union representation and conditions.

Immediately after winding up its epic strike victory, the DUOC began moving to establish a full-time union operation to service members and assure full enforcement of hard-won contract rights. A permanent hall was set up and a mass "open house" celebration was held a few weeks ago to mark the opening. (Photos below.)

The union has since held its first regular membership meeting, is issuing regular financial reports posted for membership inspection and is working on details of setting up a credit union as an added

service on behalf of its membership.

At the "open house" celebration, more than 500 DUOC stewards, members, wives and friends took part. Other SIU affiliates also were represented at the opening by officials of the Inland Boatmen's Union (Tug Section and Dredge Section), the United Industrial Workers, the Great Lakes District and the AGLIWD.

Among other AFL-CIO union officials present were those of the Meat Cutters, Retail Clerks, Iron Workers, the International Longshoremen's Association and the Licensed Tugmen's Protective Association. Wires of congratulation were received from the Chicago Federation of Labor and a host of other AFL-CIO unions.

The Transportation Services and Allied Workers, SIUNA, will be composed of taxi drivers all over the nation, with headquarters here because of its central location and the dramatic and successful fight of the Chicago drivers for a strong, democratic union. As a vice president of the SIU, Dominic Abata of the DUOC will be in charge of

the new transportation division.

Completely renovated and refurbished, the offices provide full administrative facilities, complete recordkeeping equipment, spacious meeting rooms for stewards and members, a membership service center for handling of grievances, and an information and education

department where "Taxi Union News" is published.

With this as a beginning, DUOC members can look forward to a time in the not too-distant future when they will have available the many other services and benefits enjoyed by members of the SIU in other affiliates.

### 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 will assure speedy transmission on all messages and faster service for the men involved.



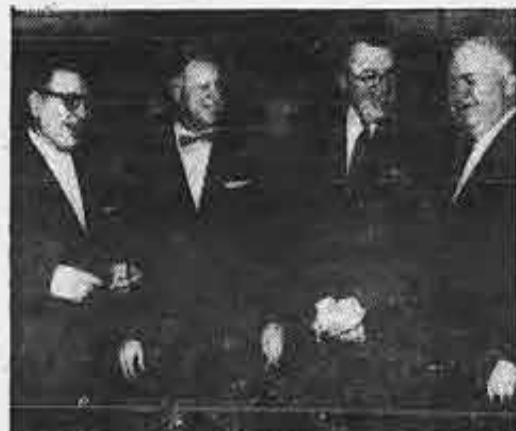
"Open house" celebration was both social and business event. Union bulletin board, meeting schedule (inset) also drew attention of members.



Many cab workers came in off the job to visit new headquarters. Pictured here (l-r): Matthew Brown, SIU president Paul Hall, Andrew Pugh, DUOC president Dominic Abata and Samuel Broke.



Lakes SIU men J. Clark (left) and E. Chiappetta chat with Mimi Kasprowick. Right, E. Aubusson, Chicago SIU; F. Pauley, B. Puchalski of Chicago Ironworkers; D. Abata, J. Abata, J. Stasefski of DUOC.



Well-wishers (above, l-r) with DUOC pres. Abata and SIU pres. Hall included Ivan Morris, int'l vice-pres., and D. E. Carter, asst. to nat'l director, of Retail Clerks; and Thomas J. Lloyd, int'l pres., Meat Cutters.



Members and guests look over portion of union office and lounge in cab workers' headquarters where union business is conducted. Building also houses large meeting hall where "open house" was held.

# Runaways Doing Fine, MA Proudly Reveals

WASHINGTON—Charged with the duty of promoting and maintaining an American-flag merchant fleet, the Maritime Administration recently took time out to show how effectively it has carried out its mission. The agency published an analysis of American-owned runaway shipping operations in 1960 and documented how the runaways were able to grab up more than twice the amount of foreign trade cargoes handled by US-flag ships that year.

## 540 Runaways

The MA said there were 540 different merchant vessels of 1,000 gross tons or more registered under the Honduran, Liberian and Panamanian flags and under "effective US control" at one time or another in 1960. There were, however, no more than 508 ships on a given date (April 1, 1960) and as few as 455 on December 31, 1960. Of these, only 353 actually made sailings to and from the US that

year in ballast or carrying cargo. The balance of the ships claimed to be under effective control were laid up or else operated in other areas.

The vast inroads made by these ships into the nation's foreign commerce is revealed in the fact that they carried 23.3 percent of all American foreign trade. In contrast, the 619 US-flag vessels engaged in foreign trade carried only 10.5 percent of American overseas trade. The remaining 66.2 percent was carried on other foreign-flag ships that the MA made no pretense about.

A study of the types of runaway ships involved reveals that vessels actually engaged in US foreign trade were evenly split, in numbers, between tankers and dry cargo vessels. Tankers accounted for more than two-thirds of the vessel tonnage, however, and this split naturally carried over in the types of cargo carried. Two out of every three tons carried was in tanker cargo.

The report noted further that about 123 of the 353 ships actively engaged in US foreign trade during 1960 were operated by "wholly-owned or controlled foreign subsidiary companies of American oil, steel, gypsum, fruit, bauxite and other industrial corporations."

Of the total of 273 million tons of cargo carried by ships of all flags in US foreign trade during the year studied, the runaways carried 63.7 million tons. Inbound cargoes accounted for 59.6 million tons of the total movement.

# Coal Export Trade Gains

WASHINGTON—An upsurge in US coal exports this year, the first since the Suez crisis of 1956-57, is expected to result in increased shipping activity to a number of areas and some extra cargoes for American vessels.

Coal industry officials foresee a five-million-ton increase in shipments over the 1960 total of 40 million tons. This advance would signal the end of four consecutive years of decline which saw coal exports dwindle from 78.4 to 35 million tons a year.

The upswing has been attributed to Japan's tremendous industrial growth as well as the slightly increased needs of Italy, Sweden and Spain. France may soon provide another outlet for US coal, but negotiation on a one-million-ton package is still in the works. Japan, very short on coal, is building up its own collier fleet.

The Government has made it clear that it would like to help develop overseas outlets for domestic coal, and last year Congress amended the Foreign Assistance Act to provide that wherever feasible American suppliers should be awarded fuel procurement contracts. The Defense Department ultimately followed the hint in ruling that almost a half million tons of coal for US Army bases in West Germany would move under the "50-50" law. It earlier had sought to use foreign ships exclusively.

# Richman Clothes Is Non-Union

All trade union members are being urged by the Amalgamated Clothing Workers of America, AFL-CIO, to refrain from buying non-union men's and boys' clothing made by the Richman Brothers Company of Cleveland and sold in Richman Brothers stores throughout the country. The Clothing Workers have pointed out that the job of eliminating sweatshop conditions in the industry and obtaining decent wages and working conditions for its members took the union 40 years. The non-union clothing made by Richman Brothers stands as a threat to union standards in clothing factories throughout the country, and to the standards of other industries.

# Seafarers Again Man New Yorker

MIAMI—Sailing with a full complement of Seafarers, the container ship New Yorker has returned to service with the South Atlantic and Caribbean Lines, joining her sistership, the Floridian, on a three-leg Savannah, Miami and Puerto Rico run.

A converted wartime LST, the 2,191-ton New Yorker teams up with the Floridian to offer shippers weekly service linking the three ports.

## Floridian Reactivated Earlier

The Floridian was reactivated early in April on a "medium term trial period." Demands by shippers for more service brought the return to service of the 16-knot, twin-screw New Yorker early this month.

The two ships carry unitized cargo in pallets or containers. Cargo is moved aboard by forklift trucks through a stern loading ramp. Shippers have been particularly pleased with the forced draft ventilation systems on the ships which keep fresh fruit and vegetables in good condition. Building materials are also an important cargo item hauled by the vessels.

Both vessels were converted by Maryland Shipbuilding and Dry Dock Company in Baltimore in 1960 for Containerships, Inc., and entered coastal service for the SIU-contracted Erie and St. Lawrence Corporation. The service was terminated about six months later.

The ships then saw service with Bull Lines under a charter on the North Atlantic to Puerto Rico run. After the charter was fulfilled the ships became idle until called back into service with South Atlantic and Caribbean.

# THE PACIFIC COAST SEAFARER



# SS Hope Out Again On Health Mission

SAN FRANCISCO—The SS Hope, America's goodwill hospital ship, sailed with a full complement of SIU Pacific District seamen on her second prolonged medical mission to an underdeveloped area of the world early in May from this West Coast port.

Trujillo, Peru, just north of the capital city of Lima, was the ship's destination. She will be stationed there for nine months and is then expected to visit other areas in Latin America.

Last September, the Hope returned to San Francisco from a one-year medical mission to Southeast Asia where the ship provided practical health care for thousands of people and served as an advanced training center for doctors, nurses and dentists from a number of area nations.

On this mission, the ship will act as a seagoing college for the junior class of the Lima, Peru, School of Medicine in addition to fulfilling her primary purpose of offering medical aid to thousands of persons unable to obtain such assistance from local facilities.

The Hope, formerly the Navy hospital ship Consolation, is operated by the People to People Health Foundation with Grace Lines as the agent. On her first voyage, American President Lines was the agent.

The SIU Pacific District crew on the Hope during its previous voyage received praise from the foundation, the ship's officers and numerous Government officials for their work and cooperation with the program.

Truly a hospital ship, the Hope is painted completely white, wooden decks are scrubbed and bleached, steel decks are painted green and there isn't a sign of rust anywhere. To insure this cleanliness, black gang members wear white boiler suits when they go to public areas aboard ship.

# Coast Ship, Sub Collide

SAN FRANCISCO—The 12,000-ton Hawaiian Citizen (Matson) suffered minor damage in a collision with the sleek nuclear-powered US submarine Permit off the Farallon Islands, 30 miles west of here, this month. No injuries were reported on either vessel.

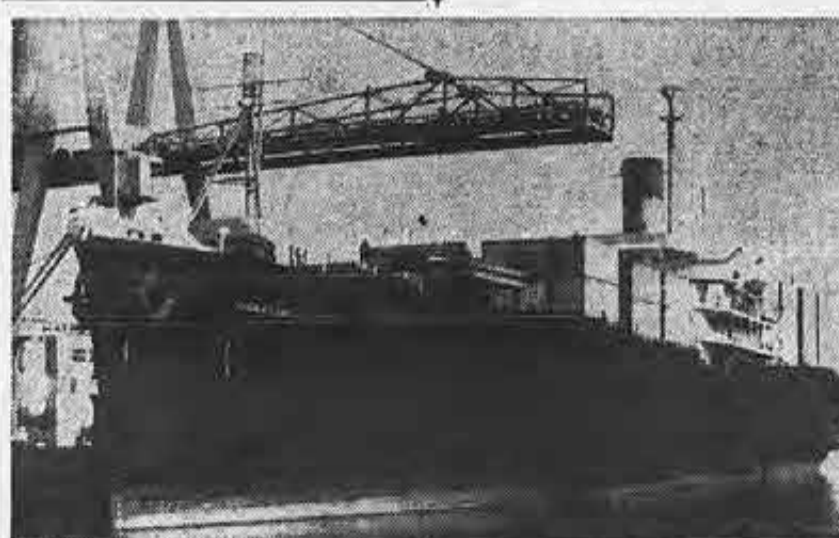
Both ships were able to make their way to this port under their own power. There was no report of any mishap involving the sub's nuclear power plant. The Citizen is manned by an SIU Pacific District crew.

The Permit, whose superstructure was damaged, was launched last July and was to be commissioned at the end of this month. It was on an operational cruise from Mare Island Naval Shipyard with another submarine, the Archerfish.

The 468-foot freighter was inbound for Alameda, Calif., from Honolulu with a miscellaneous cargo.

Earlier, President Kennedy and Secretary of Defense Robert S. McNamara congratulated the Pacific District-contracted company on the eightieth anniversary of its service to Hawaii.

Matson service to the island state was begun by Capt. William Matson, who sailed the three-masted, 300-ton Emma Claudina from San Francisco to Hilo, Hawaii, arriving there on May 4, 1882.



The Hawaiian Citizen (Matson) shows no ill effects during unloading at berth in Alameda, across the bay from San Francisco, after collision with Navy atomic sub Permit. She had slight hull damage below the waterline.

# MEET YOUR DELEGATE

(Ed. note: The following account is another in a series which will appear in the LOG on Seafarers who serve as ship or department delegates. Future issues will carry interviews from other SIU vessels.)

Sailing with SIU ships since 1947, Seafarer Joseph Obreza has acquired an understanding of various crews, officers and ships which proved helpful during his tour as desk delegate on board the tanker Montauk Point (Seatrade).

Often, Obreza explained, the type of ship you're on sets the tone for the beefs that occur. "An understanding mate can be a great help in settling beefs when the skipper doesn't see the light," Obreza added.

Deck members and other department Seafarers can help or hinder the duties of a delegate. Usually Obreza is able to settle a beef involving his own department but, when the volume of unresolved beefs is heavy, it's time to get together on the tricky ones with the ship's delegate.

"Your best guide is the SIU working agreement when you have to settle an overtime beef. It clearly states the conditions," Obreza declared. "Of course, human personality differences sometimes bring a minor department beef to a ship's delegate or the boarding patrolman."

The 43-year-old Obreza lives with his wife and stepson in Lindenhurst, Long Island, and sails out of the New York hall, preferring tankers over other types of ships.



# Mail Contract Cutback Hits Alaska Steam

SEATTLE—The Alaska Steamship Company may be forced to curtail steamship service to Alaska this fall, as the result of an announcement by the US Post Office Department that it has transferred Anchorage area mail contracts to a truck line.

The loss of these contracts will mean an \$800,000 a year reduction in revenue to the SIU Pacific District company. To heap misery on to woe, Alaska Steamship earlier lost a \$200,000 mail contract to the Fairbanks area. The Government also threatens to turn the mail contract for Southeastern Alaska over to the new Alaska State Ferry System, which will start operations in the fall of this year.

A spokesman for Alaska Steamship said that the losses would not affect the schedule of the line for the remainder of the season, but, beginning next fall, the maintenance of full service will be dependent on the ability of the line to replace the revenue cargo it is losing.

The Federal Government has explained away its cutback on ship mail contracts on the ground that faster delivery justifies the additional cost of truck service.

In a separate development, the Post Office announced that it has no plans to terminate the mail boat service to the Aleutian Islands before the expiration of the present contract on June 30, 1963.

Aleutian Marine Transport currently holds the mail contract and operates the M/V Expansion on the run from Seward to Nikolski. The ship also carries freight and passengers from Seattle once a month.

**SIU  
LEGISLATIVE  
DEPARTMENT**



**ISBRANDTSEN SUBSIDY**—The Secretary of Commerce has announced that he has approved the action of the Maritime Subsidy Board in awarding an operating-differential subsidy to Isbrandtsen Steamship Co. Inc.-American Export Lines, Inc. The Secretary's decision follows recent advice from the Comptroller General that there is no statutory or regulatory objection to the use of current market values (rather than book values) on the 14 ships which Isbrandtsen proposes to sell to American Export as part of the plans on which the subsidy application is based. The Marine Engineers Beneficial Association had urged the Secretary to disapprove the subsidy application on the ground of a breach of labor contract between Isbrandtsen and the engineers. The disputed labor matter was ultimately settled by arbitration.

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**OIL PIPELINE**—The American Maritime Association has asked the Attorney General to begin an antitrust investigation of a plan by nine major oil companies to build a 1600-mile pipeline to transport petroleum products from Houston, Texas, to Linden, New Jersey. The Association said that the plans violate at least three sections of the anti-trust laws and attempted the "circumvention" of duties imposed upon common carriers by the Interstate Commerce Act. It contended that the pipeline would: (1) Constitute an "unreasonable restraint of trade" by permitting each of the nine participating and competing companies to play a significant role in the pricing of its competitors' product. (2) Permit the companies to divide markets among themselves by the allocation of fixed percentages of low-cost transportation to certain areas. (3) Constitute an "attempt to monopolize" a part of the trade in several states in violation of section 2 of the Clayton Act. The AMA said that transportation costs were one of the primary expenses incurred in the oil industry, and thus was one of the primary factors in oil industry competition. "These companies cannot combine to fix their transportation costs, when these costs are inextricably and directly related to the price of oil products," the Association said. The complaint to the Attorney General said that the building of the pipeline would add to the destruction of the domestic tanker fleet, in which the Government has more than a \$200 million investment in insured mortgages on vessels.

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**FISH REPORT**—Of the almost 9.5 million pounds of domestic and foreign fresh and frozen shrimp exported and re-exported from the United States during the year 1961, almost 5.8 million pounds were shipped to Japan. In 1960, almost 3.8 million pounds of frozen shrimp were exported or re-exported from the United States, only 364,000 pounds of the total going to Japan . . . South Africa's new tuna industry early this year reached another stage in its development with the formation of a \$280,000 tuna corporation. The South African move toward tuna fishing on a commercial scale has been a steady process, but as of early 1962 there have been no substantial landings of large exports . . . The Japanese Fisheries Agency is expected to authorize a large Japanese fishing company to establish a joint company in Canada to carry out whaling off the west coast of Canada. The Canadian side will invest \$800,000 and the Japanese firm \$600,000 in the joint company to be established on Vancouver Island. The Japanese firm is said to intend using the base on Canada's west coast not only for whaling, but also for trading in tuna, salmon, and other products.

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**SHIPBUILDING**—According to Lloyd's register of shipping, there were 1,454 steamers and motor ships amounting to 8.7 million gross tons under construction in shipyards throughout the world at the end of the first quarter in 1962. The figures do not include vessels on order or those under construction in Communist China, East Germany and Russia. Of the major shipbuilding nations, only the United States, United Kingdom, West Germany, and Yugoslavia reported declines from the previous period. The 1.3 million tons under construction in Great Britain is the lowest quarterly figure since March, 1945 . . . The Indian Merchant Marine entered last year a third 5-year expansion plan under its Ministry of Transport. It is expected that the growing merchant marine of India would probably reach 1.5 million gross tons by 1966. Ten years ago, fewer than 400,000 tons were in the fleet. The national fleet of 16 lines carries about ten percent of the country's seaborne cargo.

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**TRANSPORTATION ACT**—Congress has received in "draft" form two bills which would implement certain recommendations contained in President Kennedy's transportation message of April 5, 1962. The bills are entitled, respectively, "To provide for strengthening and improving the national transportation system, and for other purposes," cited as the Transportation Act of 1962, and "To exempt certain carriers from minimum rate regulation in the transportation of bulk commodities, agricultural and fishery products, and passengers, and for other purposes."

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**MARITIME ADMINISTRATION**—At a hearing before a Maritime Administration examiner considering the application of American-Hawaiian Steamship for Title XI mortgage and loan insurance or help constructing three containerships, spokesmen for the New York and California Congressional delegations strongly urged Government aid in the form of mortgage insurance to help rescue the intercoastal shipping trade from its present plight. Rep. Celler of New York, speaking for the delegation, referred to the erosion of the coastal and intercoastal trade in the face of an accelerated industrial expansion and a booming economy. "I must say," he said, "that I fail to see how the intercoastal trade can be salvaged unless we encourage or make possible the construction of new ships of the type that is required for successful operation. Rep. Roosevelt, speaking for the Calif. Congressional delegation, noted: "The vessels of American-Hawaiian would be the first new ships for the domestic general cargo trade since the emergency efforts during World War II."

**'The Blinders'**



The sorry state in which the US maritime industry finds itself currently, in the midst of such commemorative occasions as "National Transportation Week," "World Trade Week" and "Maritime Day," is both ironic and unfortunate, to say the least. The various festivities this month actually have little to do with the American merchant marine, except for the fact that they mark an historic event in the US maritime industry some 140 years ago when the good ship Savannah inaugurated the use of steam power in a trans-Atlantic crossing.

US-flag shipping cannot subsist today by pointing to its historic achievements, nor on any of the relics of the past. And surely one of these is the long-outmoded Merchant Marine Act of 1936, the promotional legislation adopted less than three decades ago to upgrade the industry. There have been repeated efforts by US maritime unions calling for re-examination of this legislation and the President too has indicated that perhaps it needs some kind of overhauling in line with today's 1962 conditions.

Certainly there is something wrong with the Act if the US now finds itself in a position where it is 11th among the 12 great maritime countries of the world in the movement of its foreign trade on its own national flag vessels and in the ninth spot among the world's shipbuilders. The fact that the Government has turned up figures which tend to show that the US 50-50 cargo preference legislation has worked to the advantage of the US-flag industry is no comfort. This only emphasizes the utter chaos that would now exist without 50-50 legislation, keeping in mind the efforts both here and abroad to scuttle this major source of cargo for American ships.

In assessing the condition of the US shipping industry right now, the record should

also show the virtual collapse of domestic shipping, the efforts to open this trade to foreign and runaway-flag vessels and attempts by other modes of transport to cripple this once-powerful segment of the industry. At a time also when one-quarter of America's foreign trade is handled by tax-dodging American operators, they are still somehow regarded in official circles as super-patriots who will run back to the flag whenever needed. Despite the experience in every recent crisis since Korea, military "experts" still count on the profiteering runaways as the basic shipping support force in an emergency.

It should be well settled by now that what the US industry needs is ships and cargoes, and that Washington has both the right and duty to set the proper conditions that will build up an American fleet to handle this nation's domestic and overseas commerce which, incidentally, has kept growing while American-flag ships carry a smaller share of it each year.

The confines of the 1936 Act, with its selective arrangements for Government assistance, its complete disregard for the changing nature of ocean-borne cargoes from package freight to bulk items and its well-intentioned but ineffective means of developing a competitive US fleet have brought things to their present condition.

Executive orders and scattered agency efforts to remedy the situation are nowhere near enough. Every departmental, agency or commission study made merely breeds another one soon after, whether the subject matter be cargo preference, shipbuilding, labor relations or any other area.

The overall picture remains unchanged, and the cargoes are fewer and fewer for less and less ships. The root of the problem is in a promotional act that does not promote because it has too long been behind the times, while every other maritime nation keeps moving ahead and every complaint from overseas about US shipping legislation gets more attention and recognition than it deserves.

## High Court Reaffirms Rule

## CAN'T CUT MAINTENANCE BENEFITS

WASHINGTON—The US Supreme Court has served notice on shipowners and claims agents that it will not tolerate attempts to short-change seamen on maintenance and cure benefits owed as a matter of law and also required under union collective bargaining agreements.

A decision handed down by the nation's highest court on May 14 said the amount of maintenance and cure owed by a shipowner to an ill seaman cannot be reduced by any amount earned by a seaman during his illness.

The court said it would be a sorry day for seamen if shipowners could disregard a claim for maintenance and cure—thus forcing a disabled seaman to seek other work—and then evade part or all of their legal obligation by having benefits reduced by the amount of the seaman's earnings.

Maintenance and cure benefits are currently fixed at the rate of \$8 per day and are designed to provide a seaman who becomes sick or injured in the ship's service with food and lodging while he is not receiving hospitalization. Benefits extend during the period when he is unable to do a seaman's work and continue until he makes maximum medical recovery.

The decision was provoked by the case of a seaman who was discharged from a vessel in 1957 and entered a US Public Health Service hospital a few days later to be treated for a suspected lung ailment. He remained in the hospital for about three months and then was an outpatient for two more years until given a fit for duty discharge.

It was during the outpatient period that he was given a fast shuffle by the company on his

claim for maintenance and cure, the court noting that the operator "did not bother even to admit or deny the validity of that claim." Unable to work at his profession, the seaman found work as a taxi driver, ultimately hired an attorney and sued for the maintenance due him.

The case was first tried in the lower Federal courts, which allowed \$8 a day maintenance after deducting the amount he earned as a taxi driver. The court assigned six percent interest for each

week's maintenance unpaid, but ruled against compensation for attorney's fees.

The case next went to the US Court of Appeals, which upheld the verdict, but the Supreme Court overturned the lower court rulings. It ruled that the seaman was entitled to full maintenance, with no deduction of what he earned as a taxi driver. It also awarded full compensation for legal fees, as the plaintiff was entitled to receive the benefits without recourse to a court of law.

## Suzanne In Philadelphia



Seafarers T. Sopyoklis (left) and Mel Waters are pictured setting up a shackle for a wire runner on the deck of the Suzanne when she stopped off in Philadelphia recently. The Bull Line ship made it a short visit, heading out again after cargo work was completed and all gear was secured.

## Sea-Land Car Ferry Run Next

Sea-Land Service has completed specifications for conversion of the former Navy seaplane tender Tangiers into an auto ferry and is now considering bids from a number of shipyards for the job.

The SIU-contracted company plans to use the vessel on a two-week turnaround schedule between San Juan, Puerto Rico, and Port Newark and may provide service into other Atlantic ports if there is a demand.

On the island, the company is reportedly considering launching LST service between San Juan, Mayaguez and Ponce to replace the cutback in Bull Line operations between the ports. Sea-Land is also studying expansion of its proposed service into an inter-islands operation offering sailings to the Dominican Republic and the Virgin Islands.

The auto carrier operation would involve driving cars into a special cage device which would be lifted into the ship. Cars would then be driven out of the cage into storage areas on various decks.

Similar to a C-3, the Tangiers is now in Bethlehem Steel's Hoboken, New Jersey, yard. It was purchased by Sea-Land from a Carney, N.J. scrap dealer who obtained the ship at auction from the Navy. It had been in the Government reserve fleet previously.

## SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



## Trends In Quarantinable Diseases

It is difficult to obtain a complete picture of the extent of quarantinable diseases due to the unreliability of data obtained from the various countries. However, certain trends are discernible from a review of the incidence of these diseases during recent years as submitted to the Committee on International Quarantine, World Health Organization, recently and reported in the Navy Medical News Letter.

**Plague.** There has been a noticeable decrease in human plague in recent years, even in those countries where it remains epidemic. This is strikingly illustrated in the case of India, where the mortality has been reduced from over one-half million in the years 1898-1908 to 6,300 in the years 1949-1958. According to early data, there were only 412 cases in the entire world in 1960. A majority of these occurred in South America, only two in the United States and the remainder in Afro-Asian countries.

The mortality rate has been generally declining in Asia, Far East and the Mid-East. A large proportion of these cases of plague occur in South America, notably Bolivia, Brazil, Ecuador and Peru. There has been only an occasional occurrence in Europe in recent years. There have been none in Australia since 1924, and in Hawaii since 1949. Although plague has to be regarded as potentially dangerous, no port or airport used for international traffic has reported a human case since 1958.

**Cholera.** Although Cholera has not been reported in the Americas since 1911 or in Europe since 1923, it still remains a serious problem in Asia. In India and Pakistan, since 1923, the annual total deaths have surpassed 100,000 on 18 occasions and, in 1943, 460,000 deaths were reported. Nevertheless, there appears to be a long-term decrease in the mortality rate in these countries.

In 1960, Cholera appeared outside its traditional locale in India and Pakistan, affecting neighboring countries north, east and west. In the first 6 months of 1961, there was a serious outbreak in West Bengal, but there were no deaths reported from West Pakistan, and only one from Burma.

Thus, the immediate outlook appears favorable in south and east Asia, although there were reported cases from Hong Kong, Macao and Sarawak, suggesting that the disease may be able to establish itself in new territory.

**Yellow Fever.** In Africa, statistics give an inaccurate picture of the extent of Yellow Fever due to the frequency of mild cases, the dif-

**STEEL VOYAGER (Isthmian), Dec. 24—Chairman, L. D. Suelnitz; Secretary, W. Wallace.** One man left in Singapore due to illness. No beefs reported. No money in ship's fund. Motion made that each member make donation. Request patrolman to bring applications for new books upon arrival in New York. Have patrolman check drinking water as it contains articles that stain clothing.

**GLENBROOK (Victory Carriers), Jan. 22—Chairman, S. Frank, Jr.; Secretary, K. C. Smith.** Repair list turned in. Motion made that vacation pay be limited to six months instead of one year, with \$400 vacation pay and 1 month on beach.

**COEUR D'ALENE VICTORY (Victory Carriers), Jan. 2—Chairman, Mike**

**13—Chairman, Fraser Fall; Secretary, A. Pedersa.** No beefs reported by department delegates. Ship needs fumigation.

**HASTINGS (Waterman), March 11—Chairman, Joseph D. McPhee; Secretary, John Wells.** One man hospitalized in Syria; radiogram sent to headquarters. Safety meeting held. \$5.99 in ship's fund. Some disputed OT in deck and engine departments.

**BEATRICE (Bull), Jan. 26—Chairman, P. Dunphy; Secretary, J. Muehleck.** Disputed OT in deck department. New York patrolman should see to it that more bread is put aboard ship. Difference of opinion between 4-B AB and chief mate referred to boarding patrolman.

**STEEL ARCHITECT (Isthmian), Jan. 14—Chairman, E. W. Goulding; Secretary, A. C. Carpenter.** Old beef with chief mate squared away in New York. Another beef came up at sea and was finally squared away by the captain. \$25.65 in ship's fund. John Giles elected ship's treasurer. No beefs reported by department delegates. Suggestion made to increase ship's fund by voluntary contributions. Crew urged to maintain sanitary conditions by cooperating to keep messhall and library clean at all times. Request door checks for screen doors. Request to move all cots and linen from deck after use.

**SEATRAN TEXAS (Seatrains), Jan. 21—Chairman, Morton Trehern; Secretary, Joachim R. Von Holder.** \$63.45 in ship's fund. No beefs reported. Water spigot for washing machine to be fixed. \$20 for ex-watchman from ship's fund.

**BIENVILLE (Sea-Land), Dec. 24—Chairman, Walter Brightwell; Secretary, Harry Huston.** Two men missed ship leaving Houston, Texas. All repairs not taken care of yet. \$17.36 in ship's fund. Eggs should be checked. Should get eggs every 14 days instead of 28. Vote of thanks to delegates for job well done. Vote of thanks to steward department.

**STEEL ADMIRAL (Isthmian), Dec. 17—Chairman, Walter C. Cote; Secretary, Isidore Aveclilla.** No beefs reported by department delegates. All hands urged to cooperate in an effort to keep unnecessary native traffic out of the passageway. Suggestion to keep crew messhall, PO mess and pantry locked while in port; man on watch to keep the key.

**VILLAGE (Consolidated Mariners), Jan. 21—Chairman, M. E. Resecrans; Secretary, P. Triantafilos.** Ship's delegate reported that all went well last trip. Ship came in with no beefs and it is hoped to have another voyage the same way. See master about opening slopchest. Locker to be repaired in 12-4 deck department room. Everyone to cooperate to keep natives out of passageways and fo'c'sles when ship arrives in Tunisia.

## DIGEST of SIU SHIP MEETINGS

**Machel, Secretary, Arthur Young.** Everything running smoothly. Repair list made up. Make repairs necessary for safety of ship. Pumps and water very bad. Steward to make up new list for stores. Suggestion to members of deck department to flush toilets. Crew requested to turn in dirty linen.

**ATLAS (Bull), Jan. 14—Chairman, G. B. Gillespie; Secretary, J. E. McKreth.** Repair list sent to headquarters. \$60 in ship's fund. No beefs reported by department delegates.

**STEEL ARTISAN (Isthmian), Jan. 21—Chairman, Nick Swokla; Secretary, Justin Burdo.** No beefs reported. \$26.15 in ship's fund; \$5 donated to library. Discussion regarding mattresses, improper stowing of cargo and safety meeting.

**BIENVILLE (Sea-Land), Jan. 21—Chairman, John Crews; Secretary, Harry Huston.** Some repairs still have to be completed. Captain requests no unauthorized persons be allowed aboard. \$17.36 in ship's fund. Crane maintenance requests working agreement. Discussion on new SUP welfare retirement plan and recommend SIU work out similar plan. Vote of thanks to steward department.

**COEUR D'ALENE VICTORY (Victory Carriers), March 10—Chairman, M. Michael; Secretary, J. Schubert.** Food plan to be brought up at payoff. No beefs reported by department delegates. Washing machine needs to be fixed. New drinking fountain needed.

**TIMBER HITCH (Suzanne), March**

difficulties of diagnosis and the scarcity of medical service in the area.

Ethiopia had two epidemics in 1959 causing 100 deaths, plus a similar number in the Blue Nile and Upper Nile provinces in the Sudan. In February, 1961, cases were reported from the southwest near the Kenya border. Investigation revealed that there had been two waves of infection in late 1959 and 1960 in the Dime and Kaure area respectively, killing 3,000-8,000 persons (up to 10% of the population).

In the Americas, the data on Yellow Fever for 1959 and 1960 is still incomplete. Cases were reported from Colombia, Bolivia, Brazil, Venezuela and Peru. Cases also occurred in Ecuador, Honduras, Panama and Trinidad.

**Smallpox.** Except for a few minor outbreaks arising from imported cases, Smallpox disappeared in the first half of this century from Europe, North America, Costa Rica and El Salvador. It also became very rare in a number of African and Asian countries. There has been a parallel regression in Mexico, South America, Japan and the Philippines. Smallpox has never been epidemic in Australia.

Total world reported cases fell from 490,000 in 1951 to less than 60,000 in 1960. About 90% of the reported cases were from India and Pakistan. Although cases of Smallpox have occurred in recent years near major ports and airports, sea passage has lost much of its importance in transmission.

Air passage however, enables a traveller infected just before departure to arrive and infect contacts before the first symptoms appear. Smallpox has been exported in this way from India and Pakistan in 1960 and 1962, causing localized epidemics in Moscow, Europe and the British Isles.

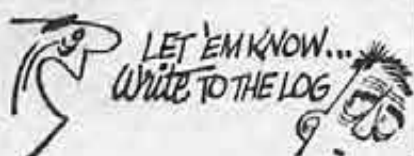
**Typhus.** There is a certain amount of confusion in the statistics regarding typhus as a clear distinction is not always made between the louse-born typhus and similar rickettsioses with different vectors.

In Africa, the annual number of cases has greatly declined since the 1930's and 1940's. Ethiopia-Eritrea remains the main reservoir of the disease, with thousands of known cases yearly. The disease is persistent in the Congo, Kenya, Ivory Coast and central African areas. In the Americas, typhus is rarely encountered except in Mexico, Guatemala, Colombia and Ecuador. It is reportedly rare in Argentina and Brazil.

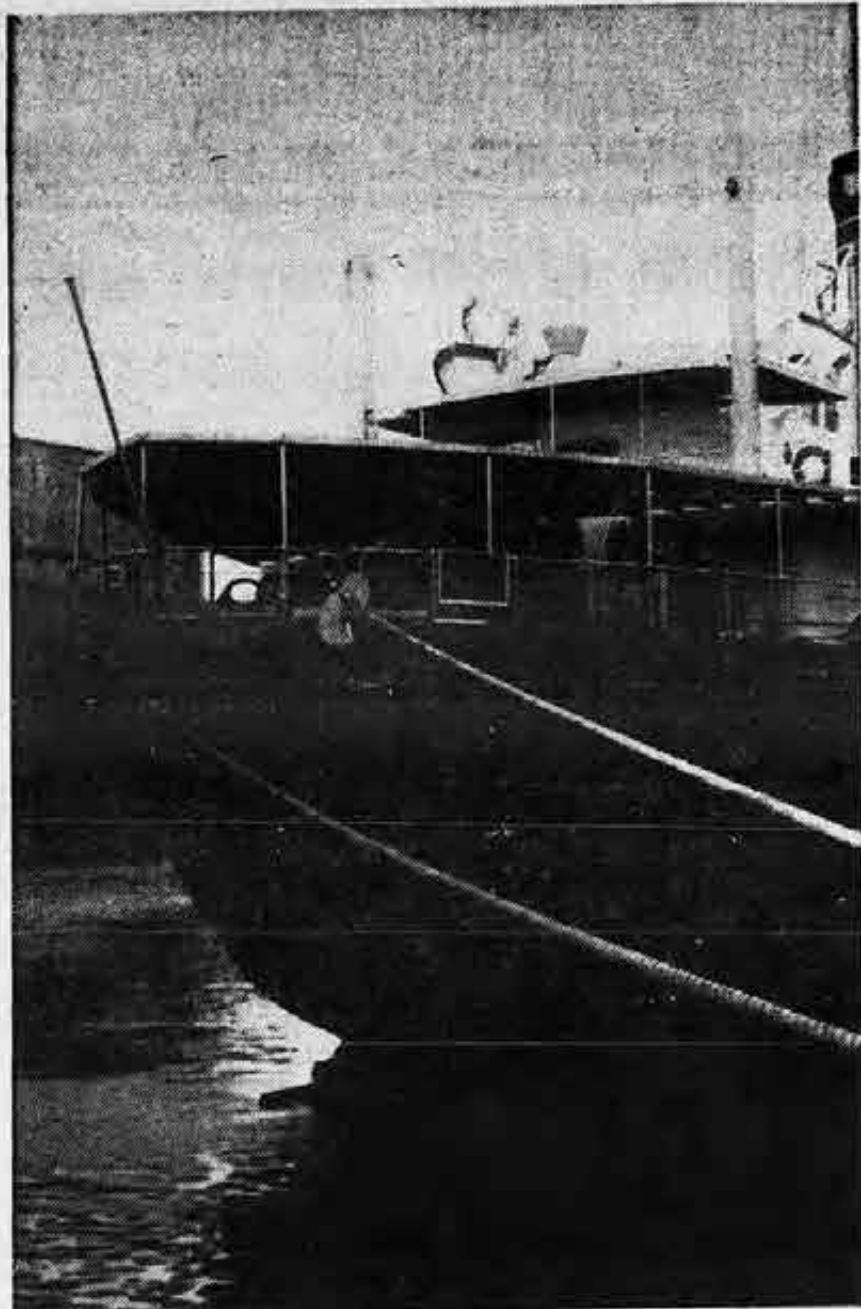
Thousands of cases are reported annually from India and East Pakistan. There has been a decrease in Afghanistan, Iran, South Korea and Turkey, plus a few doubtful cases in Singapore. It has disappeared from Israel, Japan, Jordan and Viet-Nam. The only European countries with more than a few cases are Poland and Yugoslavia; there is no data from the USSR. Louse-born typhus is rare in Oceania.

**Relapsing Fever.** Since 1951, louse-born relapsing fever has been included in quarantinable disease. It apparently is not epidemic outside of Africa, where it occurs, particularly in Ethiopia, and is often confused with the tick-born variety.

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



# A VISIT ABOARD ALCOA RUNAWAY



One of nine Alcoa runaway bulk carriers, the Discoverer shows Monrovia as home port on her stern.



SIU rep. Mike Carlin gets rundown from crewmember on ship's working conditions.

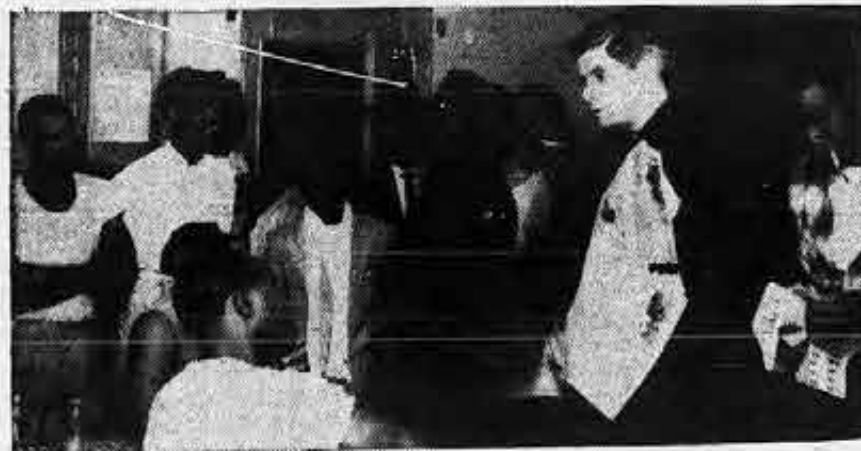
## SIU Trinidad Union Starts Pact Talks

Putting into practice union procedures learned while visiting SIU headquarters, four delegates from the affiliated Seamen's and Waterfront Workers Trade Union of Trinidad went aboard an Alcoa-Liberian runaway when the ship hit New York to meet and assist the newly-organized crew.

This followed recognition of the SWWTU as bargaining representative for crews on all nine Alcoa runaway-flag ships a short time earlier. The visit was the next step in the union's organizing campaign covering the fleet servicing Alcoa's bauxite terminals in the Gulf.

The four delegates — Basil Douglas, first vice-president; Stephen Joseph, assistant secretary for grievance procedures; Francis Mungroo, secretary of the seamen's section, and Norman Harris, member of the stevedoring branch — together with Michael Carlin, SIU international representative, boarded the bulk carrier to see the living and working conditions close up. They learned what the crew wanted and needed to better their conditions and cataloged a wide range of items to be covered in a union contract.

They have since returned to Port-of-Spain to report back on their trip and are now working on developing a full working agreement in negotiations with management of Alcoa's two Panamanian and Liberian subsidiaries. An SIU representative is assisting in the talks set up by the SWWTU, whose 6,000 members affiliated with the SIUNA last October.



LOG story on runaways is special item of interest for vessel's West Indian crewmen gathered in ship's messhall.



One of four officials from Trinidad who boarded ship, Mungroo climbs ladder.



Discoverer crewman holds up single can of condensed milk, which serves as one man's ration for a full week.



Francis Mungroo (left), secretary of SWWTU seamen's section, discusses possible contract terms with crewmembers. Vessel was in NY at time of visit.



Looking forward to better days under union contract, Discoverer crewmen pose with SWWTU officials (center) S. Joseph, N. Harris, B. Douglas, F. Mungroo and SIU rep. Mike Carlin. Trinidad delegation is back home now for negotiations on agreement.

# Urge New Surplus Plan

WASHINGTON—The Agency for International Development is trying to work out a plan that will provide a major long-term outlet for surplus US feed grains plus an added source of cargoes for US shipping at the same time.

Under the projected program, the US will apportion to underdeveloped countries millions of dollars worth of feed grains every year, as an incentive to meat-growing cooperatives abroad. Under law, at least 50 percent of the traffic administered through foreign aid must be carried in American bottoms.

AID is considering several areas in Latin America as well as Hong Kong to serve as pilot studies for the plan. Northeast Brazil seems likely to be one of the first areas to reap the advantages of the expanded agricultural aid program.

### 5-8 Year Program

Once initiated, the plan would be for the US to grant underdeveloped countries grains for periods ranging from five to eight years, on the condition that the receiving government eventually puts into economic and social projects funds equivalent to the donated grains.

The grains would be utilized to provide feed for poultry or hog cooperatives in protein-deficient markets. AID may eventually expand the program to include long-

term, low-interest loans to cover construction and distribution costs in cooperatives.

A similar plan to supply Brazil with 2,000 tons of US corn to advance Brazilian research in live-

stock is now underway. Besides Brazil, six other Latin America countries that are likely to be considered for aid are Columbia, Ecuador, Argentina, Bolivia and Venezuela.

## Can Ship Claim Damages Due To Another's Mishap?

LONDON—Winning what may prove to be an important precedent, the owners of the Italian vessel *Pino Onorato* have received a court judgment for damages due to a delay caused by another vessel while both were passing through the Suez Canal.

In June, 1959, the Norwegian vessel *Hoegh Cape* ran aground in the canal due to fog. The *Pino Onorato* and several other ships were following when the mishap occurred and were delayed for several hours. The net result was that the owners of the Italian ship sued for damages caused by the delay.

An Egyptian court heard the case and awarded the *Pino Onorato* damages amounting to 200 Egyptian pounds. In contrast to the original suit for 500 pounds compensation.

However, the case is believed to be the first one of its kind tested before a legal body and, unless it's reversed on appeal, a far-reaching precedent has been set by the judgment rendered. It raises the interesting question whether shipowners may have recourse to the courts in the future if they are delayed by the mishap of another vessel.

# YOUR DOLLAR'S WORTH

## Seafarer's Guide to Better Buying

By Sidney Margolius

### Food Fads Costly, Sometimes Even Harmful

Labor and co-op medical specialists for years have been campaigning to guard wage-earning families from food fads and notions. These can be expensive and sometimes even harmful. But the fads persist, fostered by sensational books, nutritional lecturers and articles.

There are two types of costly food fads that plague the public. One is centered around a particular "miracle" food or vitamin product, like the current safflower oil fad, and the recent honey-and-vinegar sensation.

The other expensive nutritional notion, found especially among moderate income families, is that the higher-grade foods have more nutrition than cheaper grades. As one housewife recently told this department, "If you try to save on food you spend money on doctors instead. I don't want my family to get stomach trouble for cheap food."

This is only a part-truth, of course, since the expensive and cheap grades of the same foods have the same nutrition. In at least several examples, notably meat, the lower-priced grades have more or higher-quality nutrition.

A favorite device of diet-food and vitamin-supplement manufacturers is to promote their products with claims made in popular books and articles. The US Food & Drug Administration already has made four seizures of safflower oil capsules that had been promoted with copies of a best-selling book, "Calories Don't Count," by Dr. Herman Taller.

Safflower oil products have become popular recently because of reports that this is the most highly poly-unsaturated vegetable oil, even more so than corn oil.

The Food & Drug Administration charged that the Dr. Taller's book and other labeling material represent the safflower oil capsules as effective in controlling weight without regard to caloric intake. Other claims made for the capsules are that they are effective in lowering the cholesterol level of the blood, treating arteriosclerosis and heart burn, improving the complexion, increasing resistance to colds and sinus troubles, increasing sexual drive and other purposes.

### Supplies Small Amounts

Actually, says the FDA, the products supply such small amounts of safflower oil daily that they are insignificant for any purpose. Moreover, the FDA points out, while Dr. Taller's book claims that overweight people can eat thousands of calories a day and still lose weight by including unsaturated fats, the typical diet in the book actually is restricted in calories. The truth is, calories do count.

Nor is it just the so-called fringe dealers who have been involved in the controversial promotion of safflower oil and the "Calories Don't Count" book. The Government seizure actions were taken against such leading chains as the United Whelan Drug

Stores, and such big department stores in various parts of the country as Korvette and Thalheimer's.

In a similar action involving another product, the FDA seized tablets claimed to contain enzymes or other ingredients claimed to be effective in treating many conditions, together with reprints of a Reader's Digest article titled "Enzymes, Medicine's Bright Hope." FDA said claims for the products were based on the article, which speculated on the possible future of enzymes in medicine. Reliance on such claims may be harmful in delaying adequate medical attention for diseases.

### Government Regulation

Understand that the Government does not seize books or magazine articles or attempt to regulate radio broadcasts on nutrition. Anyone can suggest any food or health idea if he can get it published, with no Government reprisal. But when these published claims are used to sell products in what the Government considers to be a misleading way, the FDA can step in.

For example, Carlton Fredericks is a radio broadcaster whom the FDA describes as a "self-styled nutritionist." Many sincere people swear by Fredericks, although nutritional and medical experts have been more apt to swear at him.

Fredericks also often has recommended many vitamin and other products over the air for various serious conditions, and in his commercials plugged products containing these substances sold by Foods Plus, Inc., a mail-order firm. Recently the FDA seized a large part of this firm's inventory together with copies of its catalog.

Among allegations in the catalog with which FDA took issue, are: that the Foods Plus products are better than others because they are Fredericks' exclusive formulas; that certain Foods Plus formulas promote a healthy, vigorous feeling, promote a healthy, vigorous feeling, promote growth in children, convert fatty tissues into energy; and that Fredericks is internationally and prominently recognized as a competent authority on nutrition. Actually, says FDA, he has a doctor of philosophy degree in health education and recreation, but no formal training or educational qualification as a nutritionist.

Another popular health food lecturer and book writer is Lelord Kordel. He also is president of a health-food company, Detroit Vital Foods, Inc. FDA charged that this company sold honey as a cure for waning virility, arthritis, and even, "premature death." Honey is only a food with no such preventive or curative properties, the FDA said.

Honey was also the miracle item in the promotion of the recent best-seller "Folk Medicine." This book prescribes unpasteurized honey and apple-cider vinegar for preventing or treating 80 different conditions from heart attacks to falling hair.

## THE SIU

### INDUSTRIAL WORKER



# Phila. UIW Contract Scores Solid Gains

PHILADELPHIA—Wrapping up an earlier smashing victory over Jimmy Hoffa's Teamsters at the A. A. Gallagher Warehouse Corporation here, the United Industrial Workers negotiated a new two-year contract with the company this month.

Previously, in March, the UIW whipped a Teamster local personally chartered by Hoffa, winning by a 2-1 margin among Gallagher employees. The secret ballot National Labor Relations Board election was the first clear-cut test of strength between the unions among workers in this area.

Topping off the union victory, the new contract provides Gallagher workers with an extra week of vacation, travel time and two meal allowances, guarantees four hours when reporting for work, calls for 40 hours notice in the event of layoff and provides for a wage reopener within six months after May 1, 1962.

In the representation election at Gallagher, the UIW opponent on the ballot was Teamster Local 158, personally chartered by Hoffa as he attempted to retaliate for wholesale desertions of Teamsters from his discredited union in Philadelphia and other areas.

Besides its defeat at the hands of the UIW at Gallagher, Local 158

did a flip-flop earlier when it backed off from a showdown vote at another union-contracted plant. Despite claims of overwhelming support, the Hoffa group shied away from an NLRB vote at Southwark Cooperage, although the UIW and the company had consented to a secret ballot election to settle the representation issue. Southwark has had a UIW contract since 1957.

## Await Appeal In NY Drive

NEW YORK — UIW efforts to provide legitimate union representation and conditions for employees of Fiore Brothers and Salmirs Oil are continuing despite strong opposition from the two companies and a discredited back-door union.

The two Staten Island oil distribution firms are joined with cut-rate "Independent Local 355" in opposing efforts by workers to obtain recognized labor representation. They have appealed National Labor Relations Board rulings that they and the "independent" engaged in unfair labor practices.

Their latest stall is an appeal to Washington of decisions by the regional NLRB director here, which charges that the "independent union" and the companies engaged in unfair labor practices and conspired to prevent employees from joining the UIW.

The NLRB also found that Local 355 and the concerns signed sweetheart contracts. Local 355's tradition of signing back-door, substandard contracts led to its expulsion from the AFL-CIO some time ago.

Meanwhile, a US Department of Labor suit is still underway against the "independent" in Brooklyn Federal Court. This action was taken by the Government after Local 355 failed to comply with Federal regulations requiring minimum standards of union democracy and membership rights.

## Baltimore Shop Okays New Pact

BALTIMORE — United Industrial Workers members employed by F. M. Stevenson, canvas fabricator, have unanimously approved a new two-year contract negotiated with the company.

The agreement provides for a ten-cent hourly wage increase, job security provisions and complete coverage under the UIW health and welfare program. Workers have been represented by the union since 1958.

Effective last month, the contract runs until April 25, 1964, with a five-cent hourly pay increase this year and another nickel hike starting next April.

UIW members also will receive one day off with pay in the event of a death in the family.



"Union Guide" explaining UIW membership activities and programs is distributed at F. M. Stevenson plant in Baltimore by shop steward Anton Hora (left). Joseph Znaniec is on the receiving end. Shop just gained new UIW contract.

# THE GREAT LAKES SEAFARER



## Lakes SIU Wage Pacts Up Passenger-Tanker \$

DETROIT—An increased wage scale has been negotiated by the Great Lakes SIU and five contracted passenger and tanker companies. The pact is similar to the agreement made with 16 SIU-contracted freighter operators earlier this year.

Retroactive to March 1, the contracts cover the unlicensed crews of the five lines, which operate a total of 12 ships, until July 15, 1963. It calls for hourly wage rate increases, clarification of working conditions and transportation pay. The new agreement followed union negotiations with the companies during April.

Companies agreeing to the new contract and the number of ships they operate are: Wisconsin-Michigan Steamship Company, 2; Chicago-Duluth and Georgian Bay Company, 2; Bob-Lo, 2; Michigan

Tanker, 2, and the Browning Tanker Company, 4.

**New Copies Of Agreement**  
At filout, new copies of the agreements with the freighter, passenger and tanker operators are being made available to the crews. The new wage scales and clarifications are incorporated into the text of the contracts.

The 16 freighter companies that agreed to the new wage scale are: American Steamship Company; Amersand Steamship Corp.; Browning Lines, Inc.; Erie Navigation Company; Erie Sand Steamship Company; Gartland Steamship Company; Redland Steamship Company; T. J. McCarthy Steamship Company; Midland Steamship Lines, Inc.; Tomlinson Fleet Corp.; Reiss Steamship Company; Pioneer Steamship Company; Buckeye Steamship Company; Huron Portland Cement Company; Penn-Dixie Company; Wyandotte Transportation Company, and Kinsman Transit Company.

## Lakes Welfare Pays \$300,000 In First Year

DETROIT — The Great Lakes Seamen's Welfare Plan celebrated its first birthday in April. SIU Great Lakes members and their families received \$296,409.83 in benefits during the plan's initial year of operation.

The plan, won by the union after lengthy negotiations with the operators, was a "first" on the Lakes, guaranteeing members and their dependents welfare coverage for sickness, accident, in-hospital treatment plus surgical, maternity, disability and death benefits.

About half of the funds dispensed by the plan, \$145,560, covered members' wives and children for hospital and surgical expenses. Great Lakes members received the remainder of the payments for in-hospital, sickness and accident, special disability and death benefits.

The plan is administered by a six-man board of trustees, three each representing the union and the operators. In September, 1961, the plan was boosted when the Great Lakes Tug and Dredge Region of the SIU Inland Boatmen's Union became part of the program after agreement with tug and dredge operators.

## Lakes IBU Pact Won In Westcott

DETROIT—The Great Lakes Tug and Dredge Region of the SIU Inland Boatmen's Union has completed a top contract with the J. J. Westcott Company, which operates two mail and supply boats here and in Port Huron.

Company boatmen voted 100 percent to ratify the contract negotiated by the IBU Allied Marine Section.

The union won a National Labor Relations Board representation election at Westcott just before the close of last year's shipping season.

The precedent agreement includes holiday and vacation pay for company boatmen and provides them with welfare and seniority protection through the Great Lakes Seamen's Welfare Plan and Job Security Program.

The Westcott operation is unique to the Great Lakes and well-known to all seamen in the area. The two boats carry mail on and off vessels as they transit the Detroit River.

## Great Lakes Shipping

March 18, 1962 Through April 15, 1962

Port	DECK	ENGINE	STEWARD	TOTAL
Alpena	6	5	1	12
Buffalo	14	44	16	74
Chicago	39	25	10	74
Cleveland	26	31	10	67
Detroit	104	62	34	200
Duluth	0	7	2	9
Frankfort	42	38	30	110
<b>TOTAL</b>	<b>231</b>	<b>212</b>	<b>103</b>	<b>546</b>

## Neva West 'Safest' For Bloomfield



## Storm Victim Sues US Weather Men

LAKE CHARLES—A \$360,000 damage suit now being contested here in Federal District Court may determine whether ship owners can sue the US Government for damages incurred to vessels through inaccurate weather reports.

The case of Whitney Bartie against the United States Weather Bureau revolves around the fact that Bartie lost his wife and five children in 1957 when Hurricane "Audrey" struck Cameron Parish and cost hundreds of lives and millions in damage to homes and property.

Bartie attributed the tragedy to the inaccuracy on the part of the Weather Bureau in determining the arrival of the storm.

The Bureau has conceded that it misjudged the onset of the storm, which struck Louisiana several hours earlier than storm warnings had anticipated. The agency contends, however, that with the scattered information it had access to from ships, planes and weather stations, it did the best job possible.

Seafarers and members of many AFL-CIO unions throughout the area took part in a massive labor-sponsored effort after the 1957 storm to repair damage and rebuild homes that were destroyed.

The suit, reportedly the first case of its type in the annals of the US courts, will bring forth this

legal principle: Did the Weather Bureau exercise reasonable care and caution in basing its forecast on the amount of evidence available.

The case is being closely observed by 109 other claimants, who have filed suits for damages totaling almost \$10 million

Bloomfield's Fleet Safety Award goes to the Neva West this time, ending the two-year reign of Lucile Bloomfield as the safety champion in the SIU-contracted fleet. The presentation in the Gulf pictures (l-r) Seafarer Michel E. Garel, engine delegate; W. Byrne, company operations mgr.; Bill Moody, SIU asst. safety director; chief engr. J. C. Golmont; Capt. M. J. Deronja; Seafarers B. R. Kozmierski and Audley Dambrino, deck and steward delegates.

## LABOR ROUND-UP

The Amalgamated Clothing Workers of America has charged two city detectives in Bethlehem, Pa., with interfering in a union organizing drive at the city's largest unorganized plant, Forte Neckwear. The ACW said the detectives had questioned employees right at the plant about their union support in an effort to intimidate them. Charges were also filed against the mayor and the city's public safety director . . . Five union-management pension plans covering 26,000 members of unions in the New York Joint Board of Hotel and Restaurant Employees AFL-CIO, have signed a reciprocal agreement under which workers will be able to move from job to job without losing any of their retirement rights. The agreement will cover a worker as long as he stays in the industry even though he changes jobs.

Grand Jury . . . Furniture workers at the Ivers and Pond Plano Company in Memphis have negotiated a three-year contract providing a 13-cent hourly increase and major fringe benefit improvements for 625 members of Local 282, UFWA. The union is engaged in securing equalized wages and working conditions in all Winter Plano Company plants, of which Ivers is a subsidiary.

Greater Philadelphia area painters have secured a two-year contract with a 22½-cent hourly wage increase affecting 1,600 workers. The agreement was reached between District Council 21, Brotherhood of Painters, Decorators and Paperhangers, AFL-CIO, and an association bargaining for 150 firms. . . A three-month strike by 1,460 workers seeking a wage boost and increased fringe benefits has ended at the Brunswick Corporation's Muskegon, Mich., plant. The new contracts won by Machinists Lodge 1813 and Carpenters Local 824 assure an eight-cent hourly increase this year plus an additional seven-cent boost in January.

## AFL-CIO AWARD TO MUNOZ MARIN

CHICAGO — Gov. Luis Munoz Marin received the AFL-CIO Murray-Green Award at the Federation's seventh National Conference on Community Services here for his "contributions to the health and welfare of the Puerto Rican people."

In presenting the award, AFL-CIO vice-president Joseph A. Beirne, chairman of the Federation's Community Services Committee, said Munoz had created "a new definition of progress" which stresses "the growth and development of people," as well as economic resources.

Beirne also read a message from AFL-CIO president George Meany, who said Munoz "personifies the very principles of the award" since "for 25 years he has led the struggle of the Puerto Rican people to cast off the ancient burdens of poverty, illiteracy and disease."

The award commemorates William Green, late president of the former AFL, and Philip Murray, late president of the former CIO. The AFL and the CIO merged in 1955.

The Textile Workers Union of America has won an eight-cent wage and fringe benefit package for cotton-rayon workers at seven Berkshire-Hathaway plants in Massachusetts and Rhode Island and two plants of Pepperell Manufacturing in Maine. The two-year contracts can be reopened after one year for wages . . . Owners of a Catskill Mountain resort hotel in New York were ordered to stop interfering with an organizing drive by Local 343, Hotel and Restaurant Employees, after a waiter told a Buffalo NLRB hearing that the hotel had paid him \$600 to spy on union meetings.

New Jersey's law banning strike-breaker-imports passed last year was used to thwart a Teaneck dry cleaning store owner involved in a dispute with Laundry Workers Local 284. The case involves Philip Ratner of Tyron Cleaners, who is being held for the Bergen County



**Easy Does It At Baltimore**



Relaxing between runs and job calls at the Baltimore hall, Seafarers Will Strickland (left) and A. Fiedler, both steward department members, try their hand at table shuffleboard game. Strickland looks set to make a score.

**SIU SAFETY DEPARTMENT**

Joe Algina, Safety Director



**Play It Safe With 'Empty' Tanks**

An incident recently reported shows up the plain foolishness of entering any kind of tank or compartment that hasn't been thoroughly ventilated and tested first. A couple of men very nearly lost their lives this time, including one man who went in to rescue somebody else from a tank that apparently was never properly tested.

Certainly one of the most common hazards aboard ship results from harmful gases collecting in tanks, holds, coal bunkers, etc. Spaces containing such gases sometimes also contain less than the normal amount of oxygen. A man entering such a tank unprotected can quickly suffer asphyxiation or suffocation. This may occur both from lack of air and from the poisonous effects of the gases he may breathe in without knowing it.

Since free air normally contains about 21% of oxygen by volume, a small reduction of the oxygen content due to the presence of other gases is enough to cause unconsciousness or death almost immediately.

In addition, ship's tanks that have remained sealed for relatively long periods may be unsafe to enter even though they contain no oil or other cargo residues. Accidents have occurred in tanks which are at times filled with water for ballast or other purposes.

Deaths have resulted from men entering unused, sealed tanks painted with red lead to protect against corrosion. In one case, the paint had come off in a number of places, caused the contained air to react with the metal and produced a probable concentration of carbon monoxide.

Investigators have found carbon monoxide concentration as high as 0.4% in small compartments coated with linseed oil paints. A concentration of 0.2% may bring about death in 2 to 4 hours. A few seconds of breathing air containing 2% of this gas will bring unconsciousness, followed by death in 3 to 4 minutes.

Oxygen deficiency itself is a major cause of accidents in empty tanks since moist steel tanks use up oxygen by rusting. The oxygen volume in an enclosed space can be reduced to less than 4% as a result of "routine" oxidation.

There is nothing in the appearance or odor of the air in these tanks to indicate the lack of normal oxygen, which makes this condition very dangerous. Rescue attempts on men who have entered such tanks without proper precautions often produce further casualties, as gas masks, respirators, etc., serve no purpose at all. A breathing apparatus that functions through its own independent supply of oxygen is the only suitable device to use.

Many substances besides iron and steel can cause an unsuspected oxygen deficiency in an enclosed space. The most common hazards result from decomposition of certain organic substances. Combined with moisture, cargoes such as tobacco, rosin, coal, linseed cake, potatoes, oranges and certain animal oils generate CO<sub>2</sub> gas as well as carbon monoxide. The circumstances are different in each case, which explains why proper testing must be conducted

first. There may be no hint at all that the air is lacking in oxygen or otherwise harmful.

Use of a flame safety lamp is a recommended means to test the oxygen content of the atmosphere in spaces where there is even a remote chance of oxygen deficiency. This includes holds or compartments where a fire has been smoldering. The lamp will stop burning if the oxygen content of the air is below normal levels and, due to its construction, the lamp will not cause inflammable gases to ignite.

Gases and vapors arising from petroleum products in fuel bunkers and other tanks are both toxic and explosive. These spaces must be tested prior to entry. The effects from the gases and vapors vary with the composition, concentration and exposure. They may produce reactions ranging from mild irritation to the eyes and headache to complete unconsciousness and death. Inhalation of small quantities of petroleum vapor often produces mild exhilaration, but anyone addicted to this habit is best advised to get his "kicks" elsewhere.

(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**

**SEAFARERS IN DRYDOCK**

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

**USPHS HOSPITAL NEW ORLEANS, LA.**  
Edward Armand  
Samuel Bailey  
George Berry  
Frederick Blouj  
Percy Boyer  
Lester Brown  
Manuel Church  
Jorge Coto  
Ancil Cunningham  
Thomas Dalley  
Lorenzo Diana  
Alan Doujet  
William Van Dyke  
John D. Edwards  
John Eisenhardt  
Louis Estrada  
Thomas Folse  
Raymond Franklin  
Clinton E. Franks  
Eugene Gallaspy  
Charlie Gedra  
George Hammock  
James Helms  
Hayden Henry  
Paul Kronbergs  
Frankie Lachapell  
Arnt Larsen  
Tillman LeBlanc  
Jose Leston  
Millard Lindsey  
Thomas Long

**USPHS HOSPITAL STATEN ISLAND, NEW YORK**  
Rocco Albanese  
Omar Ali  
Allie Androh  
William Berquist  
C. J. Boelides  
Robert Burton  
Michael Callahan  
Alfredo Cedeno  
James Cooper  
William Cutley  
Herbert Dierking  
Napoleon Douglas  
Charles Ferial  
David Fischer  
Arthur Graf  
William Granger  
William Hathaway  
Lewis Hertzog  
Oscar Jones  
Charles Kinke  
Christos Kourtis  
Harold Kyle  
Starling Lee

**USPHS HOSPITAL BRIGHTON, MASS.**  
George Fleming  
Arthur Heroux

**USPHS HOSPITAL SAVANNAH, GEORGIA**  
Lawrence Moore  
C. Murray, Sr.  
Robert A. Perrott

**USPHS HOSPITAL GALVESTON, TEXAS**  
Edwin Ainsworth  
Isham Duffon  
John Gibson  
Burl Haire  
Harold Holmes  
Oliver Kendricks

**USPHS HOSPITAL NORFOLK, VIRGINIA**  
German Aban  
William Armstrong  
Walter Grimstead

**USPHS HOSPITAL BALTIMORE, MARYLAND**  
George Amblard  
James Bergeria  
Charles Crockett  
George Dakis  
Jeff Davis  
Stanley Davis  
Edward Denchy  
Eusebie Gherman  
George Gussman  
Lawrence Holbrook  
Lucas Hernandez

**2 SIU Co's Win Awards**

Two SIU-contracted companies, Sea-Land Service and Alcoa, have received awards for their promotional work on behalf of US shipping.

The Sea-Land citation was presented on May 8 on the occasion of the first charter awards to be presented by St. Francis College of Brooklyn. The company was commended for its effort in promoting business for the Port of New York via its containerization program and entry into the intercoastal shipping trade.

Earlier, Alcoa was one of several lines singled out for an advertising award by the American Merchant Marine Institute. Alcoa was cited for a newspaper advertisement, the text of which read: "In Honor of National Maritime Day We Salute Our Country's 'Fourth Arm of Defense'—The United States Merchant Marine."

Thomas Robertson  
Harry Rost  
John Schoch  
Charles Shaw

**USPHS HOSPITAL SAN FRANCISCO, CALIF.**  
James Cobb  
John Cormier  
Harry Cronin  
Anders Ellingsen  
Anderson Gowder  
Eric Joseph

**USPHS HOSPITAL FORT WORTH, TEXAS**  
Benjamin Deibler  
Abe Gordon  
Thomas Leahy  
Max Olson

**VA HOSPITAL WEST ROXBURY, MASS.**  
Raymond Arsenault

**VA HOSPITAL KERRVILLE, TEXAS**  
Willard Cahill

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

**SOUTHEAST LOUISIANA HOSPITAL MANDEVILLE, LA.**  
Robert McKean

**PINE CREST HAVEN COVINGTON, LA.**  
Frank Martin

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

**Get Certificate Before Leaving**

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

**Physical Exams—All SIU Clinics**

March, 1962

Port	Seamen	Wives	Children	TOTAL
Baltimore	74	20	10	104
Houston	122	10	6	138
Mobile	60	9	8	77
New Orleans	207	16	21	244
New York	363	41	28	432
Philadelphia	43	8	3	54
<b>TOTAL</b>	<b>869</b>	<b>104</b>	<b>76</b>	<b>1049</b>

**SIU Blood Bank Inventory**

April, 1962

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	9	0	2	7
New York	105	17	75	47
Philadelphia	106	2	0	108
Baltimore	57½	1½	0	59
Norfolk	15	0	0	15
Jacksonville	44	4	0	48
Tampa	1	0	0	1
Mobile	16	1	1	16
New Orleans	20	23	0	43
Houston	25	5½	0	30½
Wilmington	4	0	0	4
San Francisco	(9)*	0	0	(9)
Seattle	15	0	0	15
<b>TOTAL</b>	<b>408½</b>	<b>54</b>	<b>78</b>	<b>384½</b>

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

**SIU Welfare, Vacation Plans**

Cash Benefits Paid—March, 1962

	CLAIMS	AMOUNT PAID
Hospital Benefits (Welfare)	10568	\$25,978.92
Death Benefits (Welfare)	26	63,534.78
Disability Benefits (Welfare)	251	38,388.00
Maternity Benefits (Welfare)	45	9,165.00
Dependents Benefits (Welfare)	506	70,398.88
Optical Benefits (Welfare)	835	7,978.87
Outpatient Benefits (Welfare)	9749	54,231.00
<b>Summary (Welfare)</b>	<b>21980</b>	<b>\$269,675.45</b>
Vacation Benefits	1331	\$213,671.09
<b>TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD</b>	<b>23311</b>	<b>\$483,346.54</b>



# SIU SOCIAL SECURITY DEPARTMENT

## SOCIAL SECURITY REPORT



Joseph Volplan, Social Security Director

### World-Wide Problems Of The Aged

The coming International Labor Conference has been called on by David A. Morse, director-general of the International Labor Organization, to "redress the balance of social attention" and pay a little more heed to the needs of older men and women. "The benefits of change are apt to pass them by and as a result they are cast out of the mainstream of economic and social life," he said in a report. The conference was asked "to lay down lines" along which the ILO "can assume its full responsibilities in dealing with the problems that are its special concern."

"Other organizations of the United Nations family are playing their part," Morse continued. "But while these organizations, each in its field, are striving to promote better social adjustment, health, nutrition and other improvements for older people, the ILO must take the initiative to ensure that their latter years are lived in reasonable conditions of security, comfort and human dignity."

This report, entitled "Older People: Work and Retirement," was one of two the ILO staff prepared for the conference. The older-people report is the first item on the agenda. Stressing the need for action, it pointed out that there are 200 million people past the age of 60, an increase of 45 million in the last decade. This means an annual growth rate of 2.5 percent, comparable to 1.6 percent for the population at large.

With automation and changing technologies, older workers often find that the skills which served them over many years no longer are marketable, the report noted. It added that the labor movement, industry and the community can do much "to eliminate those (problems) which are the product of imagination and prejudice and to work out constructive approaches to those which remain" because "premature withdrawal from work is a burden on any community."

"Ideally all people who wish to go on working and who are capable of work should be able to find and retain suitable employment," the report asserted, noting that the capacity for work "persists far longer than is commonly recognized" and often reaches a peak past 60. At the same time, it continued, the right to retire must be established more widely and more firmly—and on a sound financial basis. "The right and the capacity to go on working is one thing," it declared. "The right and the capacity to retire is another."

"Many old people have to work throughout their lives whether they wish to or not. They have no practical alternative. The leisure they have earned through hard work never comes to them. Much remains to be done to provide solid old-age security in developed and developing countries alike."

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

### 1,150 Seafarers Passed On Since '50

## DEATH BENEFITS TOP \$4 MILLION

The Seafarers Welfare Plan last month passed the \$4 million mark in death benefit payments to survivors of some 1,150 SIU men who have died since the original benefit was inaugurated in 1950. The total amount paid out covers both active and retired Seafarers who have passed on during the 12-year period.

One of the original two benefits provided when the Plan was established in 1950, the death payment to eligible Seafarers' beneficiaries has been increased five times since then to the present amount of \$4,000. The figure was \$500 at the time the welfare program started.

#### First Increase

The first increase in the benefit rate took effect in April, 1951, when the payment was doubled to \$1,000 and, three months later, the amount was raised again, to \$1,500. A further increase was instituted at the end of 1951 to bring the rate up to \$2,500.

This figure continued for several years until, in May, 1955 the amount was boosted to \$3,500. In October, 1956, the present rate of \$4,000 was started.

Benefits in the amount of \$4,000 are paid to survivors of all active Seafarers, who may name any beneficiary they choose, and to dependent beneficiaries of Union oldtimers retired on monthly pensions. Designated beneficiaries of SIU pensioners who are not dependents qualify for a \$1,000 death benefit.

#### In-Hospital Payment

The rise in the rate of death benefits has been matched by a similar increase covering the in-hospital benefit for Seafarers, which was the other original benefit of the Welfare Plan at its start in 1950. Originally set at a \$7 a week rate, the hospital benefit has

also jumped in several steps to the present \$8 daily rate now in effect for up to 39 weeks plus \$3 per day thereafter for as long as a Seafarer is hospitalized.

In contrast to the total of 1,150

Seafarers who have died due to various causes since 1950, records maintained at the time show that more than 1,200 SIU men lost their lives due to enemy action in World War II.

## 4 More Seafarers Retire On Pension

The number of veteran Seafarers retiring on Union benefits during 1962 reached an even two dozen last month as four more SIU oldtimers were approved for lifetime \$150 monthly pensions following joint trustee action.

Joining the 20 Seafarers already retired on pensions this year are Albert De Forrest, 61; William Robert McIlveen, 63; Henry M. Robinson, 53, and John Luther Sikes, 62.

#### Welfare Benefits

They and all other SIU pensioners are assured the complete protection of the SIU Welfare Plan for themselves and their dependents in addition to the regular \$150 monthly pension benefit.

De Forrest joined the Union in 1941 in Mobile, and began shipping in the steward department. He paid off his last ship, the Vivian (Intercontinental Victories), on October 9, 1961. Born in New York City, the 61-year-old seaman now lives with his wife, Blanche, in Memphis, Tenn.

The oldest Seafarer in the group,



DeForrest



McIlveen

McIlveen is 63 and has been sailing with the SIU since 1944 after joining the Union in New York. He signed off his last ship, the Maiden Creek (Waterman), on May 30, 1961, while a third cook. A friend in Baltimore is listed as his next of kin.

A 20-year veteran with the Union, Robinson joined the SIU in 1941 at New Orleans. The 53-year-



Robinson

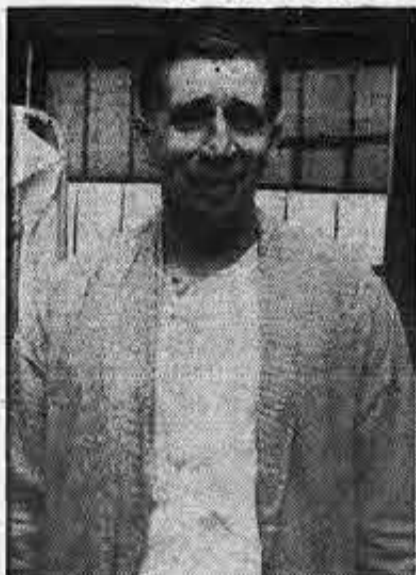


Sikes

old engine department seaman paid off his last ship, the Del Rio (Mississippi), on December 29, 1961. He lists a friend, Louis M. Andersen, of Jersey City, NJ, as next of kin.

Sikes is a World War I army veteran who first shipped with the SIU from Savannah, Ga., in 1939. He paid off his last ship, the Royal Oak (Cities Service), on January 22, 1962. The 62-year-old engine department member resides with his wife, Catherine, in Savannah.

### Visiting Time For SIU Men At Staten Island Hospital



Bringing benefit payments, mail, LOGs and other publications, SIU welfare representatives who make the rounds at the marine hospitals are always welcome visitors. The scenes here show some of the dry-docked brothers at the Staten Island hospital. At left, Edward Kruhlinski, an SIU-IBU Railway Marine Region tugman on the New Haven Railroad. Below, (l-r), Vernon Koehler, SUP, with Seafarers Artemis Vazquez and Rulof DeFretes.



At top (l-r), Seafarers Knobby Graff, Welfare rep, John Dwyer, Bill Granger, Will Cully and Edward Morales look over union news. Above, Dwyer assists Pacific SIU affiliate, delivers benefits to MCS veteran Pete Leon.

### Get Polio Shots, PHS Urges

The Public Health Service urges Seafarers who have not already done so to get their polio shots as soon as possible. The shots can be gotten at any PHS hospital without charge. Plenty of vaccine is available so there is no delay in the administering of the shots. The few minutes a Seafarer takes to insure himself against the crippling disease by getting the shots are well worth the saving of time, money and, most of all, the avoidance of suffering and possible disability.

# 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 \$9,000 in maternity benefits and a maturity value of \$1,125 in bonds:

**Debra Perez**, born January 23, 1962, to Seafarer and Mrs. Raymond E. Perez, Seattle, Wash.  
**Toni Palmes**, born January 7, 1962, to Seafarer and Mrs. Antonio Palmes, Baltimore, Md.  
**Susan M. Seaman**, born February 3, 1962, to Seafarer and Mrs. Walter Seaman, San Anselmo, Calif.  
**Jason Franks**, born August 19, 1960, to Seafarer and Mrs. James Franks, Houston, Texas.  
**Irene Vasquez**, born July 12, 1961, to Seafarer and Mrs. Peter Vasquez Vasquez, Houston, Texas.  
**Marcinda Stewart**, born November 8, 1961, to Seafarer and Mrs. Bob W. Stewart, Panama, Oklahoma.  
**James Coyne, Jr.**, born February 8, 1962, to Seafarer and Mrs. James A. Coyne, Covington, La.  
**Margaret Doyle**, born October 21, 1961, to Seafarer and Mrs. Joseph Doyle, Philadelphia, Pa.  
**Jane Webb**, born October 14, 1961, to Seafarer and Mrs. James Webb, Mobile, Ala.  
**Roger Williamson**, born January 24, 1962, to Seafarer and Mrs. Robert Williamson, Revere, Mass.  
**Lisa Kinney**, born February 17, 1962, to Seafarer and Mrs. Richard Kinney, New Orleans, La.  
**Victor Alvarez**, born February 4, 1962, to Seafarer and Mrs. Raulfo Alvarez, Baltimore, Md.  
**Michael Simpson**, born September 9, 1961, to Seafarer and Mrs. Robert Simpson, South Amboy, N.J.  
**Joann Hammock**, born February 14, 1962, to Seafarer and Mrs. Whitten Lee Hammock, Brooklyn, N.Y.  
**Aubrey Waters**, born January 27, 1962, to Seafarer and Mrs. Aubrey Waters, Vancouver, Wash.  
**Michael Raczka**, born February 11, 1962, to Seafarer and Mrs. Rudolph Raczka, Galveston, Texas.  
**Lawrence A. Hall**, born February 6, 1962, to Seafarer and Mrs. Vernon Hall, Mobile, Ala.  
**Timothy White**, born February 3, 1962, to Seafarer and Mrs. Houston R. White, Jacksonville, Fla.  
**Francisca Garcia**, born November 17, 1961, to Seafarer and Mrs. Vincent Garcia, North La Marque, Texas.  
**Glen Knox**, born January 28,

1962, to Seafarer and Mrs. George S. Knox, Kenna, La.  
**Lorene O'Connell**, born March 15, 1961, to Seafarer and Mrs. Lawrence O'Connell, Brooklyn, N.Y.  
**Ana Brown**, born February 9, 1962, to Seafarer and Mrs. Isaac V. Brown, Playa Ponce, Puerto Rico.  
**Laura Cann**, born March 28, 1961, to Seafarer and Mrs. James K. Cann, Brooklyn, N.Y.  
**Rita Dimitriou**, born February 23, 1962, to Seafarer and Mrs. Nicolaos Dimitriou, Staten Island, N.Y.  
**Lisa Wright**, born February 23, 1962, to Seafarer and Mrs. Thomas Wright, Jacksonville, Fla.  
**Alfred Barnes**, born January 25, 1962, to Seafarer and Mrs. Dalton Barnes, Bushnell, Fla.  
**Donnie Lynn Towns**, born December 24, 1961, to Seafarer and Mrs. Hughes P. Towns, New Orleans, La.  
**Dale Joseph Ivankovic**, born February 17, 1962, to Seafarer and Mrs. John Ivankovic, Struthers, Ohio.  
**Tracy Annette Forbes**, born February 19, 1962, to Seafarer and Mrs. Marvin K. Forbes, Norfolk, Va.  
**Robin Anderson**, born February 16, 1962, to Seafarer and Mrs. Walter Anderson, Prichard, Ala.  
**Theresa M. Thompson**, born February 27, 1962, to Seafarer and Mrs. James R. Thompson, Chickasaw, Ala.  
**John P. Morris**, born January 16, 1962, to Seafarer and Mrs. John P. Morris, Savannah, Ga.  
**Edward R. Napoleonis**, born December 21, 1961, to Seafarer and Mrs. Julio Napoleonis, Brooklyn, N.Y.  
**Annette Escobar**, born August 18, 1961, to Seafarer and Mrs. Sixto Escobar, San Francisco, Calif.  
**Joan Ellen Beeker**, born March 18, 1962, to Seafarer and Mrs. Howard Beeker, Brooklyn, N.Y.  
**Stephen Kindya**, born March 5, 1962, to Seafarer and Mrs. Michael J. Kindya, Center Moriches, N.Y.  
**Patricia Pacheco**, born January 30, 1962, to Seafarer and Mrs. Francisco Pacheco, Brooklyn, N.Y.  
**Charisse Farago**, born February 7, 1962, to Seafarer and Mrs. George Farago, New Brunswick, N.J.  
**Deborah Menor**, born February 15, 1962, to Seafarer and Mrs. Victor Menor, Brooklyn, N.Y.  
**John Causey**, born November 11, 1961, to Seafarer and Mrs. Leon N. Causey, Lucedale, Miss.  
**Kelly Anne White**, born March 6, 1962, to Seafarer and Mrs. Terrence J. White, San Francisco, Calif.  
**Julia Tillis**, born February 27, 1962, to Seafarer and Mrs. John U. Tillis, Savannah, Ga.  
**Michael Pagan**, born February 11, 1962, to Seafarer and Mrs. Antonio Pagan, Mayaguez, Puerto Rico.  
**Robin Morrow**, born December 20, 1961, to Seafarer and Mrs. Coy L. Morrow, Mobile, Ala.  
**Nancy Neal**, born March 2, 1962, to Seafarer and Mrs. Wayne Neal, Baytown, Texas.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$29,500 in benefits was paid. (Any apparent delay in payment of claims is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates.)

**Hugh C. Randall**, 53: Brother Randall died of a ruptured spleen on March 11, 1962, at Tampa General Hospital, Tampa, Fla. He started shipping with the SIU in 1938 in the engine department and had been receiving special disability benefits since January, 1961. His wife, Tommie Lee Randall, of Tampa, survives. Burial was at Rose Hill Cemetery, Tampa. Total benefits: \$4,000.



**Domingo L. Orbigo**, 59: Brother Orbigo died of a stomach ailment on February 16, 1962, at the USPHS Hospital, Baltimore, Md. He started shipping with the SIU in 1951 in the deck department. Benefits were paid to William H. Engelman, administrator of his estate. Burial was at St. Peters Cemetery, Baltimore, Md. Total benefits: \$500.



**Martin Spurgeon**, 31: Brother Spurgeon was lost at sea while aboard the Del Mar near San Juan, Puerto Rico, on April 4, 1961. He had been sailing in the steward department with the SIU since 1960. Benefits were paid to Rosalie Spurgeon, of Brooklyn, N.Y., his wife and the administratrix of the estate. Total benefits: \$4,000.



**James W. Grant**, 56: A heart condition was fatal to Brother Grant on April 2, 1962, at Provident Hospital, Baltimore, Md. He had been sailing in the steward department with the SIU since 1944. His wife, Gladys Grant of Baltimore, Md., survives. Burial was at Mt. Auburn Cemetery, Baltimore. Total benefits: \$4,000.



**Edward Glenn**, 70: A heart attack was fatal to Brother Glenn on April 7, 1961, in Bay St. Louis, Miss. He began shipping with the SIU in 1939, sailing in the deck department, and had been receiving special disability benefits since 1958. A friend, Mrs. Mathilda Davis, of Bay St. Louis, survives. Burial was at Garden of Memory Cemetery, Bay St. Louis. Total benefits: \$1,000.



**Earl W. Lovett**, 34: Brother Lovett died an accidental death on March 16, 1962, in New York City. He began sailing with the SIU in 1958 and shipped in the steward department. His wife, Louise Lovett, of Mobile, Ala., survives. Burial was at National Cemetery, Mobile. Total benefits: \$4,000.



**James C. Brannon**, 29: Brother Brannon died an accidental death on August 29, 1960, in Mobile, Ala. He had been sailing in the deck department with the SIU since 1956. His wife, Mrs. Margie Brannon, of Mobile, survives. Burial was at Wolf Ridge Cemetery, Mobile. Total benefits: \$4,000.



**James A. Elliott**, 53: Brother Elliott was lost at sea while aboard the SS Claiborne on March 14, 1962. He began shipping with the SIU in 1939 and sailed in the steward department. His wife, Mrs. Craig C. Elliott, of Prichard, Ala., survives. Total benefits: \$4,000.

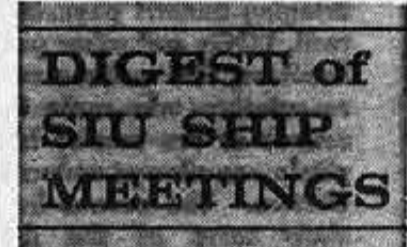


**Jose A. Perez**, 68: Brother Perez died of natural causes on December 14, 1961, in Huelva, Spain. He began shipping with the SIU in 1939, sailing in the deck department and had been on receiving special disability benefits since 1958. His wife, Juana Perez, of Coruna, Spain, survives. Burial was in Huelva, Spain. Total benefits: \$4,000.



**COUNCIL GROVE (Cities Service)**, Feb. 12—Chairman, T. E. Fräzier; Secretary, A. H. O'Krogly. Mate congratulated in having passageways and crew's quarters sougeed and painted. Milk shortage twice in four weeks. Request that awning be installed on after deck. Lockers to be brought on board in Boston. Vote of thanks to steward department.

**JEAN LA FITTE (Waterman)**, Feb. 9—Chairman, George Scraggs; Secretary, A. J. Nelson. Contracted patrolman on draws. Captain will oblige as long as no one overdraws. Crew requested to take better care of washing



machine and to return cups and glasses to pantry. Delegates will see patrolman in Wilmington. Vote of thanks to steward department and ship's delegates. Approximately \$50 in ship's fund.

**ZEPHYRHILLS (Pan American)**, Feb. 9—Chairman, Carl Page; Secretary, W. H. Dunham. G. C. Peterson elected new ship's delegate. No bees reported by department delegates. Crew wants to know what is to be done about fumigating ship for roaches. Ship's delegate to see patrolman about taking up the matter with company.

**STEEL WORKER (Isthmian)**, Feb. 4—Chairman, John F. Smith; Secretary, W. M. Hand. Three men hospitalized. One man missed ship and rejoined. Few hours disputed OT will be turned over to patrolman. \$24.50 in movie fund and \$19.50 in ship's fund. Steward department members should keep clean and follow general working rules on attire. Crew asked not to slam doors and to show consideration for other members who are sleeping. Suggestion that watchstanders move to starboard away from day workers.

**JACQUELINE SOMECK (Peninsular)**, Jan. 25—Chairman, D. Satcho; Secretary, G. Wilson. \$3.78 in ship's fund. Bossun made motion to appoint a three-man committee to check steward's stores before ship leaves port. This is to be discussed with patrolman. Have patrolman look into unsafe condition when others have to climb to check feed pump.

**ATLAS (Bull)**, Feb. 5—Chairman, R. C. Mills; Secretary, J. E. McKroth. L. A. Smith elected ship's delegate and Noel W. McLaughlin elected treasurer. Everything going along smoothly. Money drawn in ports has been satisfactory. Nearly all quarters and showers have been painted. Sixty dollars in ship's fund. Vote of thanks to steward department for job well done.

**ORION PLANET (Colonial)**, Feb. 4—Chairman, Rudolph J. Loizi; Secretary, Lindley R. MacDonald. Ship's delegate reported he saw captain about hiring men for replacements. Eighty dollars in ship's fund. C. Spafford elected ship's treasurer. Motion made regarding sale to American Export Lines. No LOGs or OT sheets received. Vote of thanks to steward department for a job well done and good food.

**MAE (Bull)**, Feb. 4—Chairman, Frank Bonz; Secretary, James Bond. Ship's delegate reported everything running smoothly. \$41.50 in ship's fund. No bees reported by department delegates. Discussion on having a phone on dock in Pasadena.

**LONGVIEW VICTORY (Victory Carriers)**, Feb. 2—Chairman, J. Schroeder; Secretary, Karl G. Hagstrom. One man taken to hospital on sailing day due to injuries incurred just before sailing. One man taken off ship in Honolulu because of injuries. \$1.03 in treasury. Uredt elected new ship's treasurer. Motion that vacation pay be increased to \$400 for six months' continuous service and to \$1,000 for one year's service. Vote of thanks to steward department. No one is to enter the messrooms or pantry in shorts. See patrolman regarding repairs in toilets and lockers.

**OMNIUM FREIGHTER (Mol)**, February 2—Chairman, Tom Driscoll; Secretary, Chuck Demers. Repairs to be made in New York. Ship needs new washing machine; should have two. Will call attention to medical chest. All members asked to watch out for their papers in Casablanca.

**Dec. 30—Chairman, Chuck Demers; Secretary, Robert Ayers.** Tom Driscoll elected ship's delegate. No bees reported by department delegates. Crew asked to flush toilet bowls and not to wear underwear in messroom. Washing machine needs to be repaired. Request for more cheese in night lunch.

**SEATRAN NEW YORK (Seatrains)**, Feb. 9—Chairman, J. N. Fisher; Secretary, J. R. Batson. Ship's delegate went to headquarters regarding shortage of food and repairs. Motion made not to pay off until everything is settled with all delegates and ship's delegate. Have patrolman present when stores are taken aboard, as ship is not getting proper quality food and not enough food.

## Moving? Notify SIU, Welfare

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

# 'Almost Page One' Item: Thetis, Ammo Barge Hit

The story had all the ingredients to make page one of the SEAFARERS LOG and any other newspaper in the country: Supertanker . . . ammunition barge . . . busy San Diego harbor . . . collision.

The story? The supertanker Thetis and a Navy ammunition barge collided in busy San Diego harbor and . . .

And "nothing" happened.

That is, according to Ira Kenneth Coats, ship's delegate on the tanker, nothing serious happened. No explosion to rock the West Coast city's waterfront.



Coats

No sinking of a million-dollar ship. No Coast Guard Board of Inquiry to investigate a major marine disaster.

A fouled port anchor and a damaged propeller were the end results of an "almost-page-one" accident. As Coats reported the story to the LOG, the incident went something like this:

The Thetis had made a smooth trip to San Diego where it had discharged 210,000 barrels of Navy special fuel oil and was preparing to depart for San Francisco using tugs to help it maneuver out of the harbor.

"The tugs failed to heed some commands from the bridge," Coats writes, and "the result was that we had a collision with a Navy ammunition barge."

Nothing happened—nothing like what might have happened, since the tanker was empty and the barge wasn't carrying any cargo. Only a few bumps, a fouled anchor and a damaged propeller resulted. The ship was tied up six hours before they could free the anchor, then proceed to a San Francisco shipyard.

In the yard, the ship was quickly surveyed and the damaged screw was replaced. With everything back to normal, the tanker continued on its voyage, he added.

Besides the accident, Coats noted that during the trip the crew took care of a number of repair jobs, soogeed and painted out 16 foc'sles and the crew mess hall and took care of other odds and ends.

The Thetis had a good trip, Coats said, in spite of the collision and he voiced his own "vote of thanks" to the officers and crew, "who have made possible the changes that have taken place aboard this ship."

## From the Ships at Sea

Reading matter to help pass the long hours afloat were the subject of discussion aboard a number of vessels lately.

The crew of the *Del Oro* (Mississippi) gave a vote of thanks to Seafarer Ewing A. Rihn for bringing a library collection from the Mobile hall when the ship stopped off in that port. Rihn was commended for doing all hands a good turn by providing some fresh material for the crew's mixed tastes.

On the *Robin Trent* (Robin Line), the library is getting a good workout and some crewmembers have become so involved with their reading that they have forgotten to return the books.



Rihn

Come on, fellas, everybody knows that the butler is the guy who done it. It always works that way.

Library assistance in reverse was the order of the day on the *Steel Age* (Isthmian) as the SIU crew made a donation from the ship's fund to the Seaman's Church Institute in New York for a new library.

Down on the missile range, the *Sampan Hitch* (Suwannee) finds that science fact has caught up to

science fiction, as they're right in the middle of the latest rocket and space developments. The crew is now waiting for a new library to see if the authors have gotten ahead of the space engineers. The gang aboard has also cited the ship's relief skipper, Capt. Allen M. Ross, who is returning state-side, for being "a regular guy."

An awning for the after-deck was the center of discussion on the *Council Grove* (Cities Service). The crew called for a bit of shade as a "help for men who have hot foc'sles to sleep in." Seafarers off watch could enjoy their outdoor sleep with an awning protecting them from the hot sun and "the peaceful rest will make a new man out of each individual."

The captain and radio operator on the *Wild Ranger* (Waterman) were thanked for the excellent job they did to assist in the transfer of Seafarer Edward Doyle to a Navy ship when he be-



Lawson

came ill. Doyle was taken to the carrier Yorktown by helicopter.

Safety is being emphasized on the *Steel Executive* (Isthmian) and crewmembers are urged to secure any loose gear they see lying about on deck or elsewhere aboard the ship. Doing this will eliminate hazards and create an atmosphere of safety that will benefit all hands, bosun Carl C. Lawson said.

Seafarers on the *Emilia* (Bull) are acting to have safety bars welded across the messroom portholes. This will prevent the glass from splattering on everyone in case the frames are struck when number 3 hatch is being worked. Apparently this has happened before.



Rothschild

A famous financial name has been elected ship's treasurer on the *Del Alba* (Mississippi). The man is Sigmund Rothschild and the name's the same, so he shouldn't have too much difficulty getting necessary assistance from the international banking company, Rothschild, Ltd., London.

Seafarers, not being either mad dogs or Englishmen, want to get out of the noonday sun, and an awning is just the thing. The aft awning on the *Florida State* (Everglades Steamship) has taken a beating during the past year and the crew is working to have it replaced for the new summer-time season ahead. The sun can get mighty hot down in the Southland where the ship runs regularly.

The radio officer on the *Steel Architect* (Isthmian) has been warmly thanked by the crew for turning out news of what's happening in the world every day. The ship's newspaper via radio kept everybody filled in on events of interest. The word is "no thanks," however, on the old washing machine the *Architect* has been contending with. The crew is about ready for a new one and will be happy to "cannibalize" the old one for extra parts.

The latest products of Hollywood are going to be shown on the *Del Norte* (Mississippi). The crew is exchanging the lens on its movie projector for "Cinemascope" equipment and will also pay off what it owes for the machine. At some future date it may show a movie about a seaman searching for his "good chair." Seems one Seafarer's chair was replaced by an old broken one and he is now hunting for the misplaced item. Good hunting, brother.

A four-day stopover in Yokohama, Japan, was just the thing for the *Steel Apprentice* (Isthmian). Ship's reporter Ralph Master says "a good time was had by all in that oriental paradise." The vessel was scheduled to load cargo for the Great Lakes and this will mark its entry into Isthmian's new service to ports on America's fourth and newest "Seacoast."



Master

### Seafarer's Wife Hails Blood Aid

To the Editor: I wish to express my sincere thanks to the SIU Welfare Plan for the financial assistance which it provided during my stay at the hospital in Houston, Texas, for surgery.

I also wish to thank the many Seafarers who took the time and came to the hospital and gave blood for me. Many of the members are unknown to me and I therefore cannot thank them personally. I hope they will see this and realize how much their aid is appreciated.

Mrs. Julie Alexander

### Cites Argentina 'Angel Of Mercy'

To the Editor: I would appreciate your sending the SEAFARERS LOG to a Mrs. Eleanore Leddin in Buenos Aires, Argentina. She has been an "Angel of Mercy" to Seafarers, visiting members in the hospital and assisting passengers and crewmen on all Delta Line ships in having their laundry picked up and in arranging other details. She is a proud wearer of our emblem, too.

Thomas D. Garrity

### Thanks All Hands For Assistance

To the Editor: I can't find words to express my thanks to the SIU, the Welfare Plan and to my fellow brothers for the special consideration shown me concerning the hospitalization of my wife, Mrs. Willie Mae Burke.

She was seriously burned on December 16, 1961 and was confined in a hospital until her death on February 12, 1962.

I am very proud to be a member of the finest seamen's union in the world and a brother to such wonderful men who are mindful of their fellow seamen in times of need.

Again, my children, Yolanda

Ana, John Sidney, Jr., William James, Sonja Faye, Paul Antonio, Adrian Charese and I wish to thank the Union and the Welfare Plan for their assistance and wish them success.

John S. "Red" Burke

### Henry Comments On Vacation Plan

To the Editor: We see in the LOG that some of our brothers wish to make some changes concerning the Vacation Plan and invite com-

ments on their suggestions. Well, here are the ideas of the crew of the Henry (American Bulk Carriers).

First, it's been suggested that the vacation pay be \$400 for six months. We go along with that 100 percent. Who wouldn't?

Second, it is suggested that a man be required to stay aboard the same ship for six months to collect the \$400. It is claimed that this would also create a bigger turnover in jobs. We disagree with these suggestions 100 percent.

We think that making a man stay on a ship for any period of time to draw a higher vacation or any other benefit is playing into the companies' hands. This requirement would give company representatives a whip to hold over a man's head. As our brothers probably realize, these people would then try to put pressure on the crew by threatening to let them go before the six-month period was up.

As for creating more jobs, we believe the change would freeze jobs. Most men today

make from three to five months on a ship, then get off. If they had to stay six months to draw vacation money they would do so, thereby freezing jobs for an additional two or three months. On a round-the-world trip such as Isthmian makes for four and a half months, the change would result in a man having to make another trip. It would freeze the job for the additional voyage instead of having a man off at the end of the first trip.

We believe the present 90-day system we have is the best in the maritime industry. We think we should have more money, but let's look at all the angles before we change the system.

Crew, SS Henry  
(Ed. note: The above letter was signed by 25 crewmembers on the Henry.)

### Praise Assist In Hospitalization

To the Editor: This is to offer our sincere thanks to the SIU Welfare Plan for taking care of our hospital benefits during my wife's hospitalization after she broke a bone in her leg.

It would have been very difficult for us to have taken care of our hospital bill at that time. The Welfare Plan made it possible to handle everything very simply and comfortably. Many thanks again.

Mr. and Mrs. Norman Small

### Queries Extent Of SIU Coverage

To the Editor: I should like a clarification on one facet of the wonderfully-set-up SIU Welfare Plan. I know that my husband and I are both fully covered as to medical and hospital care should he be forced to retire, but in the event that he should precede me in death will I still be entitled to any benefits?

I feel sure that the pension would stop at such a time, but see nothing in your printed "Welfare Benefits" spread to

answer my above question. I am very concerned about this and am sure other wives must feel the same, for if we have hospital coverage assured it is not necessary for us to carry Blue Cross or other plans of that sort.

Before my husband left on his present trip we discussed this and he could not answer either, so I am writing this really at his request.

There must be many of us who are unnecessarily paying high premiums if we are covered fully by the Welfare Plan. I shall certainly look forward to your answer, and thank you.

May I add, for Stanley's and my many friends in the SIU, and their wives, that he is now aboard the E42-1836, one of the Suwannee missile ships, currently in Gambia, West Africa.

Mrs. Stanley A. Holden

(Ed. note: Under the rules of the Plan, in the event an SIU pensioner precedes his dependent wife in death, she would be covered by welfare benefits for a period of six months after the date of his passing. Pension payments would cease immediately, however.)

### Machinists Laud SIU Strike Aid

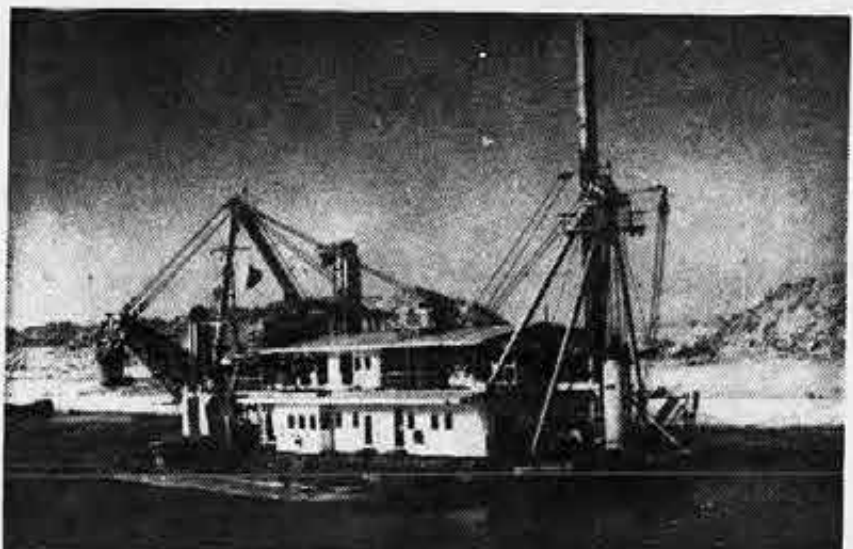
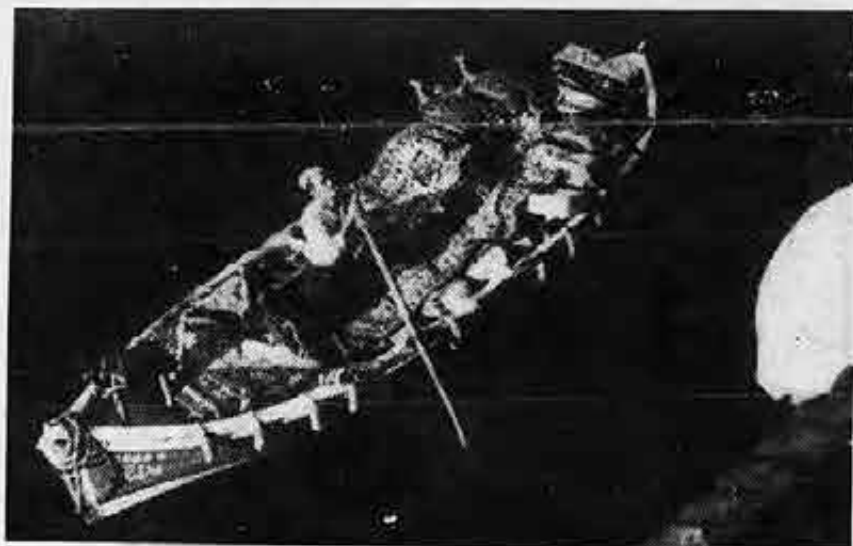
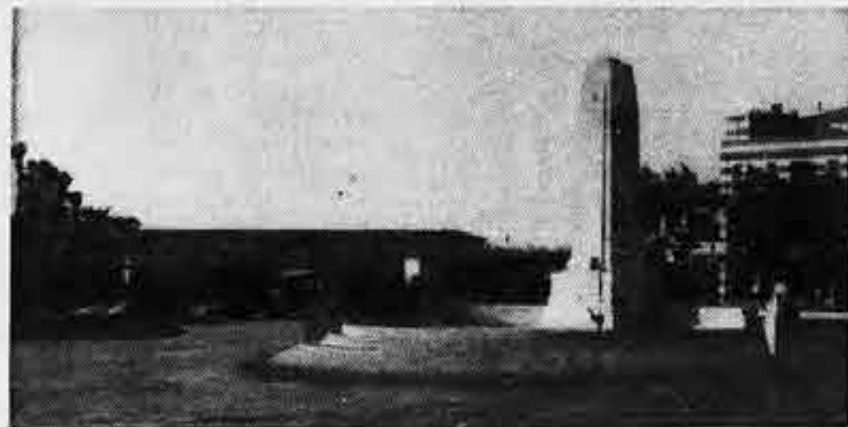
To the Editor: On behalf of the 8,000 striking members of Republic Lodge 1987, International Association of Machinists, I would like to thank the SIU for its cooperation in loaning us the Seafarers' bus.

We have been using the bus to transport pickets from our building here in Huntington (Long Island, New York) to their stations at the gates of Republic Aviation, and the bus has helped us to coordinate our activities tremendously.

We certainly appreciate your help and hope that we will be in a position to reciprocate should the occasion ever arise.  
Justin Ostro  
President-Business Manager

## LETTERS To The Editor

# On Persian Gulf Run: Scenes Along The Suez Pictured By Seafarer



Scenes along the Suez could be the theme of the pictures that Seafarer Wilfred Lachance took while serving in the black gang on the Ines (Bull) during a run to the Persian Gulf. The ship was returning home from Karachi, Pakistan when these photographs were snapped.

Entering the canal from the Suez end, the ship passed through Therofik (top), where a monument erected as a landmark for World War I serves as a landmark for seamen. Out in the quiet harbor (middle), an Arab trader on his water camel came alongside to offer his wares, including some magic carpets. Once in the waterway (bottom), the ship passed one of the many dredges used to sweep the canal clean of sand and silt resting peacefully along the



bank at the end of a day's work. In Pakistan (above), Lachance snapped his version of the classic picture showing an Indian snake charmer performing. The stage was the Ines' deck.

## Sees ID Card Still Needed

**To the Editor:**  
From time to time in the LOG, I've seen articles from different members and wives about an identification card for Seafarers' dependents. A card of this kind in wallet size, would be a big help when some member of a seaman's family needed Union assistance in a hurry.

So far I've heard nothing about preparation of such a card, so I think we should really consider the idea. I can understand that there would be some kind of problem in issuing cards that certified a man's eligibility for benefits, since eligibility changes from time to time under the rules of our Welfare Plan.

But I still think that a Seafarer's wife ought to be able to have an ID card to keep with her that would specify a man's Z-number, Social Security number and his Union book number. How many men's wives have this kind of information when they need it? If the wives could be issued a card like I'm talking about, they'd at least be able to simplify an eligibility check when they contacted the Union or the Welfare Plan regarding benefits.

Another thing I'd like to see introduced is a change in the pension rules so that benefits would be available to a seaman at any time after he puts in his 12 years of seetime. We all know it takes a lot more than 12 years by the calendar to make the seetime, so why not recognize this in the rules?

It seems to me that after the 20 or more years of sailing it takes to accumulate 12 actual years of seetime, we should be able to fall back on a pension at any age. As far as I'm concerned, let's knock out the scholarships if we have to in order to give more oldtimers a chance at a pension. Nobody ever gave me a scholarship when I was a kid. A smart youngster today can get by on his own as far as college is concerned.

Jack Farrand

## Union Welfare Assist Praised

**To the Editor:**  
I wish to thank the Union for its help in paying my hospital and doctor bills during my recent illness.

It is always nice to know you have a friend in the SIU. My husband, Henry Faile, was on a ship and couldn't be home.

Mrs. Elsie Faile

## Beached Seaman Appreciates Aid

**To the Editor:**  
I have been a hospital outpatient for two and a half months and don't know how

long I will remain laid up. Please put me on your mailing list for the LOG, so I can keep posted on waterfront activities.

I joined the Union in New Orleans in April, 1939, and since then we have made many gains and much progress. I thank God for the benefits available to us today, including hospital pay, and sickness, medical and eyeglass benefits for my family. I am proud and thankful to

## 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.

belong to the best maritime union and am very grateful for the hospital benefits that I am receiving. Steady as she goes.

Walter H. Cook

## Fanwood Finds Place to Relax

**To the Editor:**  
We, five crewmembers of the Fanwood (Sea-Land), plus the three department delegates, would like to recommend the "City Hall Bar" in Port Newark, NJ, to all our brothers.

It is located at 882 Broad Street in Newark and is run by a couple of fine men, Frank Martin and Nick Stokes. Nick's son is sailing with the SIU and is now on the Losmar with Capt. "Windy" Gayle. Any Seafarer who is looking for a nice place to relax should stop in and introduce himself.

John Hogge  
Ship's delegate

## Union Interest Assisted Widow

**To the Editor:**  
I would like to thank the SIU for its interest, cooperation and assistance in helping me after the death of my husband. I just don't know what I would have done had it not been for the Union. I am grateful for the \$4,000 death benefit check recently delivered to me by the officials of the Norfolk branch.

My husband believed in the Union and was very interested in all Union activities. I know he appreciated the privilege of being a member working under an SIU contract.

Again I wish to thank the SIU. It is so comforting to know that even though my husband has passed on I still have friends in the Union.

I would like to receive the LOG and would appreciate being put on the regular mailing list.

Mrs. Alma Norris

## Pensioner's Wife Cites 'Miracle'

**To the Editor:**  
I am writing as the wife of a World War I veteran and an SIU member to relate his "case history," which nearly turned out tragically for all concerned.

My husband, Gregory Morejon, came to the US from Spain while in his late teens. At the time of the first World War he was living and working in Chicago. From there he was drafted, sent to France, served in the Artillery, "mustard gassed," and finally honorably discharged. He always kept up his association with the American Legion and the Veterans of Foreign Wars; often he was unable to attend meetings due to being at sea; nevertheless, he always paid his dues and was proud to be a member.

At one time he lived and worked in New York in his own little business. But his business was wiped out during the depression. He worked at various jobs for a time and finally made his way to New Orleans where he began shipping with Alcoa and Mississippi. This was before the SIU was formed.

When the Union was organized he joined and together with the other seamen, his lot became better. He continued sailing out of New Orleans as a steward and purser. In 1945 we met and were married. In 1952 we had a son.

In 1958, due to failing health, we came to Miami. His health continued to go down and we were advised by doctors that an operation was necessary. He tried to obtain entrance into the Veterans Hospital in the area but was told there was a waiting list and he was placed on it. His health continued to get worse and all the VA was able to do was put him on the "urgent list" which meant a shorter waiting period—but we still had to wait. Attempts to obtain assistance through the Marine Hospital in New Orleans and the VA there were also unsuccessful.

But in March, our "minor miracle" occurred. My husband went down to the Union and through the Welfare Plan's efforts was admitted to the Jackson Memorial Hospital in Miami. As a pensioner, the Welfare Plan took care of our needs and provided assistance and assurance of the best possible care. He was operated on at the end of the month and for a man his age, 74, is doing very well. Soon we hope to have him back with us.

We are going to leave Florida shortly and return to our old home, New Orleans. When we do leave we will be taking good and bad memories. But among the most happy is the help that the SIU generously gave us in our hour of need.

Mrs. Helena Morejon



Shipshape

by Jim Mates



"Steward over there's really making sure there are no chow beefs on this trip."

# Seafarers On Many Ships Cite Good Galley Feeding, Service

"That was a good meal," said the AB to the OS.  
 "Yes," agreed the fireman. "We ought to thank the cook."  
 "We can do that at the next shipboard meeting," the wiper piped in.

And more and more ships are going on record thanking the SIU galley crews for the fine meals they are turning out. The crews are also becoming more aware of the problems of the steward department as representatives make known what the culin-

ary crew tries to accomplish far from the corner store.

A case in point took place aboard the *Chatham* (Sea-Land), where the steward gave "a wonderful explanation of the current food plan and explanation of immediate feeding problems" at a meeting. The crew "accepted and appreciated" the difficulties and gave the steward and the steward department "a vote of thanks."

**Upgrading Plan**

The plan's upgrading through the use of pasteurized canned fresh grade A milk was discussed by the steward on the *Steel Rover* (Isthmian). The crew agreed to have the milk served for breakfast to insure all Seafarers getting at least one pint of fresh milk daily while at sea.

The steward on the *Antinous* (Waterman) also explained the new milk plan, pointing out how it provides fresh milk all voyage long on offshore runs. The galley gang's efforts were cited by the ship's crew.

Besides the regular bill of fare, many galley contingents are turning out special items. The crew of the *Rocky Point* (Bull) appreciated the extra efforts of the ship's baker and gave him a vote of thanks for turning out "coffeetime goodies everyday."

**Pacificus Pastries**

A similar situation was the order of the day on the *Pacificus* (Orion Steamship) until the baker became ill. The crew last reported he was improving "and we soon hope to have more of his fine coffeetime pastries."

"Good service," "good menus,"

"fine food," "job well done," "efficient service," were some of the words used by many crews in citing their steward departments. A small list would include the following ships, among many others:

*Atlas* (Bull), *Mankato Victory* (Victory Carriers), *Floridian* (Bull), *Alamar* (Calmar), *Ames Victory* (Victory Carriers), *Ocean Denny* (Maritime Overseas) and *Elite V* (Ocean Cargoes).

Add also the *Hilton* (Bull), *Omnium Freighter* (Mol Trading), *Short Hills* (Sea-Land), *CS Baltimore* (Cities Service), *Malden Creek* (Waterman) and *Marore* (Ore Navigation) to an ever-growing list of good feeders.

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

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

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

**LOG-A-RHYTHM:**

## A Seafarer's Remembrances

By Eugene A. Stanton

Leaving the sea, to sail no more,  
 So now my tasks to seek ashore.  
 The ways and means, to make a home;  
 For I've decided no more to roam.  
 The far places have no hold,  
 With northern seas, which are so cold.  
 Even though woolens I did wear,  
 I was always frozen, I declare.  
 Through stormy seas, some calm as glass,  
 I observed the sea birds, of every class.  
 While rolling waves were piling high;  
 The wondrous sunsets lit the sky.  
 I saw the monsters of the deep,  
 And let the ships rock me to sleep.  
 Loved the salt breezes of southern seas,  
 But often longed to sight some trees.

I met the natives of every land,  
 And watched the ever-hungry band.  
 Aged, lame, blind and ragged children, too.  
 All pleading alms, from even you.  
 Now the steel ship at anchor rode,  
 At a Euphrates port, to unload.  
 I hired a rowboat to go ashore,  
 To see the Arabs all ragged and sore.  
 See the groves of tall palm trees,  
 Along the banks of the Euphrates.

A clean robed aging man,  
 Invited me to join his clan.  
 So dining royally with them

I ate and talked till four P.M.  
 Everything was clean and neat,  
 With, of course, shoes off our feet,  
 Sat around an oriental carpet spread,  
 On our haunches, and bowed our head.  
 The white haired leader softly spoke,  
 A blessing as the bread he broke.  
 Allah's mercy he did ask,  
 Strength to face life's every task.  
 When he finished speaking so,  
 All hands were busy eating roe.  
 This and curry, rice and goat,  
 Threw then the bones into the moat,  
 Dessert they served was pudding fig.  
 What was next? They danced a jig.  
 They all ask questions, as pictures I took,  
 I have them now, safe in a book.  
 Thus me they feted, as a son,  
 Not with a knife nor with a gun.  
 Shared with me all they had,  
 To make me welcome, they were glad.

Many memories, I will keep;  
 Of my life upon the deep.  
 So—my shipmates, good and true;  
 I'll be praying for all of you.

Now I close this lengthy ditty,  
 Hope to meet you in the great city;  
 Where there is no more discord  
 When the river we will ford.

Instead of uppers and lowers. Crew asked not to slam doors when coming in and out of rooms. Grade of meats to be checked.

**JOSEFINA** (Liberty), Jan. 4—Chairman, Joseph Roll; Secretary, N. Pat Ragas. A. Williams elected ship's delegate. Talked with captain about getting some more money for crewmembers before the ship gets into USA. One man in engine department sent home due to illness. Some disputed OT in steward department to be checked.

**VILLAGE** (Consolidated Mariners), Jan. 9—Chairman, H. Rosecrans; Secretary, P. Triantifillos. Clean trip.

### DIGEST of SIU SHIP MEETINGS

Motion to have all ladders in holds inspected for missing and loose rungs. Get first-aid kit for the fireroom and see that proper medicine chest is put aboard. Extra large fan needed in messroom. Crew would like some large sheets. Vote of thanks to steward department.

**STEEL SEAFARER** (Isthmian), no date—Chairman, Lancelot Alexander; Secretary, F. V. Davis. Ship's delegate reported no beefs. Suggested that men contribute to ship's fund by means of arrival pools, etc. Request Union to check and control sanitary supplies. Vote of thanks to steward department.

**VENORE** (Ore), Jan. 28—Chairman, Stroud; Secretary, Korol. One man hospitalized and repatriated from Turkey. No beefs reported by department delegates.

**CITIES SERVICE MIAMI** (Cities Service), Feb. 2—Chairman, Theodore Weems; Secretary, William Connolly. No beefs reported by department delegates. Ted Weems elected ship's delegate.

**MICHAEL** (Mayflower), Jan. 21—Chairman, M. A. Rendules; Secretary, none. Captain promised to get pantryman. \$6 in treasury. Some disputed OT in engine and steward departments.

April 21—Chairman, M. A. Rendules; Secretary, D. Wilson. \$6 in ship's treasury. Letter sent to headquarters regarding conditions on ship and to see if a patrolman could be sent to France to square things away.

**MONTAUK POINT** (Bull), Jan. 3—Chairman, Frank R. Myatt; Secretary, Barney Kelly. Few beefs in deck department to be settled later. No beefs in engine and steward department. Steward shower needs painting and doors in steward department for'sies need to be fixed. Ship paying off in Corpus Christi.

**MT. WHITNEY** (Bull), Jan. 14—Chairman, George Maramoto; Secretary, Doyle Huff. Letter written to headquarters regarding bad water and two men sick aboard ship. \$6.02 in ship's fund. Motion made to fumigate ship for roaches. Crew reminded to take care of laundry and to use as little water as possible.

**ALMENA** (Marine Carriers), Jan. 14—Chairman, Robert A. Kongeibak; Secretary, E. J. Riviere. Robert A. Kongeibak elected ship's delegate. Ship's delegate will look into drinking water which gets muddy at times. Messroom, head and washing machine room locks were discussed and referred to repair list. Ship's delegate requested all departments to turn in repair list at Yokohama. Vote of thanks to steward department.

**STEEL TRAVELER** (Isthmian), Jan. 27—Chairman, John Cummings; Secretary, A. H. Schwartz. No beefs reported. Discussion on holding a proper shipboard meeting. Motion to do away with travelers checks. Discussion on safety meeting re chains on No. 5 forward winches. Remove chains or provide hand rails. Poor medical attention on ship.

**MONTAUK POINT** (Bull), Jan. 28—Chairman, J. C. Keel; Secretary, C. J. Coppman. Few beefs on food and launch service. Crew requested to put OT down for no launch service. Preparation and cooking of food needs improvement.

**STEEL MAKER** (Isthmian), Jan. 25—Chairman, C. Butch Wingert; Secretary, M. Dutch Keefer. \$35.30 in ship's fund. \$2 used to notify headquarters of man left in hospital in Egypt. No beefs reported. Suggestion to change toilet tissue to softer grade. Crew asked to turn in room keys when getting off ship. Vote of thanks to steward department for job well done.

**COASTAL CRUSADER** (Suwannee), Dec. 17—Chairman, Earl McCakey; Secretary, Cliff Taggart. Ship short one messman, engine utility and 3rd cook. \$5.29 in ship's fund. Ship's delegate to see chief engineer and captain regarding disputed OT. Expressed gratitude and appreciation to port agent in San Juan for all things he did on behalf of the crew.

**CHATHAM** (Sea Land), Dec. 23—Chairman, W. LeClair; Secretary, J. E. Higgins. Ship's fund increased from \$10 to \$20 through donation by unknown person. Disputed OT and delayed sailing beefs in engine and steward department. Proper slopchest aboard ship to be taken up with patrolman. Vote of thanks to steward department.

**VILLAGE** (Consolidated Mariners), Nov. 19—Chairman, H. E. Rosecrans; Secretary, P. Triantifillos. G. Gage elected ship's delegate. Engine delegate to see chief about washing machine wringer. Cover needed for steam line through bosun's room. Discussion on storing late on sailing day. This causes hardship on deck department, which still has to secure ship, does not allow enough time to get items that are short.

**STEEL FLYER** (Isthmian), Dec. 17—Chairman, Calvin J. Slover; Secretary, Pete Cakanic. Ship's delegate reported most of repair list submitted at end of last voyage has been completed. \$15 in treasury. No beefs reported. Ship's library depleted. Crew asked to ease load on men doing sanitary work by cleaning their own fans.

**DEL MONTE** (Mississippi), Jan. 13—Chairman, E. Bafes; Secretary, Ramon Irizarry. Almost all repairs taken care of in New Orleans. All mattresses ordered could not be replaced because of the amount required. Some will be replaced next voyage. Request for oranges aboard ship. Everything running smoothly.

**MORNING LIGHT** (Waterman), Dec. 31—Chairman, C. Stennett; Secretary, W. E. Morse. Everything OK. J. Connors elected ship's delegate. Vote of thanks to steward department for job well done.

**THETIS** (Rye Marine), Jan. 25—Chairman, Melvin W. Bass; Secretary, Ira K. Coats. Ship's delegate reported all beefs were taken up with company and are to be squared away. Fans and seats in messroom need to be repaired. \$9 in ship's fund. Herman Whisenant elected new ship's treasurer. Crew congratulates port officials for their support and job well done at the January 20th payoff.

**ALCOA POLARIS** (Alcoa), Jan. 17—Chairman, J. Peterson; Secretary, P. Maranda. Nothing to report as to beefs. \$6.89 in ship's fund. Crew asked not to put glasses in sink when filled with water. Linen should be thrown on the side of the ladder and not at the foot.

**MARORE** (Marven), Jan. 29—Chairman, J. Mehalov; Secretary, R. Gowan. One man hospitalized in Peru and another passed away while at sea. Suggest crewmembers make floral offering. Motion made to obtain better quality meats. Will hold special meeting before payoff on various issues. Suggested to have captain post price list on slopchest items as prices are not the same from one voyage to another. PO messman to keep starboard passageway clean.

**TWIN FALLS VICTORY** (Suwannee), Dec. 28—Chairman, J. Naylor; Secretary, H. T. Larsen. McCorvey elected ship's delegate. \$95.02 on hand in ship's fund. Submitted recommendations to negotiating committee to be incorporated in future contracts. Request larger size bed linens to fit inner-spring mattresses now in use on most ships.

**BIENVILLE** (Sea-Land), March 19—Chairman, H. Huston; Secretary, P. H. Lambis. Repair list turned in. See patrolman about draw 24 hours before arrival. Watch below unable to sleep aft due to chipping. Ordinary cannot do sanitary work on bridge before 7 AM. Check on mail in New Jersey. Gorza is acting ship's delegate. More cooperation expected in keeping messroom and pantry clean at night. Need more care in closing bilge door at night when ship is rolling.

**MERMAID** (Metro Petroleum), Feb. 4—Chairman, M. C. Berner; Secretary, W. C. Sink. Ship's delegate reported no beefs except the heat in crew's quarters. Delayed sailing for watchstanders only in Tampa. Anyone not getting delayed sailing at the last payoff to put it on OT sheet for next payoff.

**COASTAL SENTRY** (Suwannee), Jan. 8—Chairman, Richard Blomquist; Secretary, Joel Radford. One man hospitalized in steward department. No beefs reported by department delegates.

**JACQUELINE SOMECK** (Peninsular), Dec. 12—Chairman, David Sykes; Secretary, David Sacher. \$3.78 in ship's fund. William Bedgood elected ship's delegate. Suggestion that new repair list be made. Request the Union to send OT sheets, repair lists, meeting blanks and LOGS.

**BETHTEX** (Ore), Feb. 4—Chairman, S. Garcia; Secretary, John C. Reed. Lane elected ship's delegate. \$100 in ship's fund. One man in deck department and one in steward department missed ship. No beefs reported.

**ROBIN LOCKSLEY** (Robin Line), Jan. 30—Chairman, Steve Huren; Secretary, Allan L. Lake. All's well. Almost all repairs were handled okay. Delegates will collect \$1 from each member for the ship's fund.

**STEEL ADVOCATE** (Isthmian), Jan. 21—Chairman, George D. Finklee; Secretary, John J. Reinosa. Refrigerator needs to be replaced. Engine room doors to be kept closed to keep the heat from crew quarters. Door latch in deck department toilets to be checked. Crew to cooperate in keeping outsiders from crew passageways. Doors should be locked while the ship is in port. Coffee cups and water glasses to be kept in messhall.

**PENN CHALLENGER** (Penn Shipping), Jan. 28—Chairman, M. E. Beeching; Secretary, J. P. Santiago. Payoff on arrival. Captain will have agent notify Union hall when calling for replacements. Not enough money carried on board for draws at sea. Chief will try to get parts for washing machine in Corpus Christi or order in New York. No beefs reported. Crew asked not to start washing machine without water in it. Discussion on making rooms with only single beds

SS Calmar Aground On A Reef

# 'Balanced On Point Of Needle, Then Next Wave Took It Off'

"The ship seemed to be balanced on the point of a needle for about five minutes. Then the next wave took it off."

That was Seafarer George Litchfield's graphic description of events on the Liberty ship Calmar (Calmar Steamship) when she ran onto a reef in March while sailing off the west coast of Mexico. The vessel was on an intercoastal run to California with a cargo of partially finished steel when the accident occurred.

A veteran of 25 years sailing on US-flag ships, Litchfield now sees the accident as just one of those things that can and do happen at sea.



Litchfield

He said that everything was going along smoothly when suddenly the ship "ran aground on top of something." Once aground, "the ship seemed to be balanced on the point of a needle for about five minutes. Then the next wave took her off."

When the ship settled again in shallow water it was discovered that she had run onto the reef. Her bottom was a mess, with the hull torn up all the way from the No. 2 to the No. 5 hold. Fortunately the tear wasn't very deep and the tanks were still intact.

"Of course we didn't know that at first. So we got ready to abandon ship if that became necessary," Litchfield explained. "After all, we were carrying a cargo of steel and for a few minutes, we were worried."

After the crew examined the ship, they hammered sticks into the holes ripped into the hull and the Calmar got underway again. The accident slowed down the old liberty a few knots, but she was able to make her own way to Long Beach. From there she was taken to the Bethlehem Steel Company's shipyard in San Francisco, where she is now tied up alongside one of the docks.

The 58-year-old galley gang member is looking forward to retiring to his farm in the mountains of Puerto Rico. The Calmar in-

cident will be remembered, Litchfield said, along with another voyage—one that he didn't make.

He explained that during the war he made a trip on a Bull Line ship to Puerto Rico, where he signed off. A short while after the ship left the island, she was

torpedoed and sunk.

Litchfield generally ships from Baltimore and he was glad to get back to that port. The Calmar accident was as close as he wants to get to abandoning ship. "I'll also never forget the feel of riding the Calmar's tanks to port, he added.

## Over The Side



Seafarer Roy Guild, bosun, poses with the raft "SS Antinous" used by the SIU deck gang on the Waterman ship of the same name for painting over the side. Guild renewed the deck on the pontoon and says she ought to hold up now at least as long as her namesake keeps afloat.

**CHATHAM (Sea-Land), October 4—**Chairman, Harry Larson; Secretary, G. Mihalopoulos. Delegate to see patrolman about first aid kit for engine room. Crew asked for cooperation in keeping longshoremen out of crew quarters. Would like headquarters to take this matter up with the longshoremen in Puerto Rico. Ship's librarian elected.

**DEL SOL (Mississippi), October 29—**Chairman, Thomas; Secretary, W. E. Adams. Vote of thanks to the steward for his help and for donating all essential needs to ease the job of the delegate and department delegates. No beefs reported. Vote of thanks to the steward department for a fine job and a good menu.

**ROBIN LOCKSLEY (Robin Line), December 3—**Chairman, William Walker; Secretary, A. L. Lake. Everything running smooth. A vote of thanks to the steward department. Request to repair the washing machine.

**STEEL ADVOCATE (Isthmian), November 27—**Chairman, George D. Finklea; Secretary, John J. Reinos. No beefs reported by department delegates. Motion made to contact the safety representative if exhaust fans in dry storerooms are not replaced. Ice machine should be fixed. New parts needed for crew pantry refrigerator. All garbage to be dumped aft instead of midship. Request to bring back all excess linen and cots to chief steward after leaving Gibraltar. Vessel needs fumigation.

**COASTAL SENTRY (Suwannee), November 16—**Chairman, James P. O'Mara; Secretary, Charles B. Jennings. Ship two men short. \$18.50 in ship's fund. Disputed OT still outstanding in engine department. Discrimination by chief engineer and 1st engineer against unlicensed personnel. Motion to write headquarters about Cuban refugee new employed as OS. Topside pantryman brought up the feeding of Mauritian guest without payment of extra meals. Steward claims he will take care of this. Quality of food furnished at Mauritius Island is way under SIU standards.

**LUCILE BLOOMFIELD (Bloomfield), October 6—**Chairman, Chester Huger; Secretary, F. Mitchell, Jr. Discussion on fish oil on the deck and the large denomination of bills that the captain put out in draw. Ship's delegate reported that the captain will obtain smaller denominations for the voyage pending. Old ship's delegate resigned and J. E. Roberts elected new ship's delegate. Ship's

delegate to see the captain about cleaning up the entire ship.

**ORION PLANET (Orion), November 25—**Chairman, B. B. Macz; Secretary, Walter Kuchta. E. Layne elected new ship's delegate. No beefs reported. Crew discussed poor menus and lack of food variety. Very poor mail service. Company will not forward mail to Persian Gulf.

**THETIS (Rys Marine), December 15—**Chairman, A. Campbell; Secretary, A. Bjornsson. Captain accused of discriminating against AB for legitimate Union activity. D. K. Coate elected new ship's delegate. Motion not to pay off until beefs are squared away. Night lunch considered poor.

**ROYAL OAK (Cities Service), Jan. 28—**Chairman, F. Boudin; Secretary,

## DIGEST of SIU SHIP MEETINGS

C. A. Yem. Discussion on washing machine. Everything running smoothly. No beefs.

**CAPRI (Peninsular Navigation), Jan. 25—**Chairman, John J. Lesken; Secretary, Kenneth Hayes. Ship will pay off in Norfolk, then go coastwise to Port Arthur and pay off again. Crew advised to put in for restriction to ship in Jacksonville. Captain notes no transportation available. Will have patrolman check with captain on the amount of US dollars to be put on ship. Crew asked to turn in all repairs to department delegates. Steward asks all men to turn in dirty linen when they get off and not to wear dirty clothes in messroom. Request for library.

**SWORD KNOT (Suwannee), Jan. 14—**Chairman, Jack Craven; Secretary, Roy Eilford. Replacements ordered for arrival Ascension Island. Ship's delegate notified that OT checks sent to Jacksonville. Replacement for AB left in Capetown. \$22.45 in ship's fund. No beefs reported. Men who leave ship should clean out rooms and not dump garbage out of messroom portholes.

**SEATRAN NEW JERSEY (Seatrains), Jan. 28—**Chairman, P. Serano; Secre-

tary, J. Rielly. Repairs from last trip not completed. \$27.25 in ship's fund. No beefs. Ship's delegate will accept donations for the retiring guard at the section gate in Edgewater. Crew asked to place soiled linen in bag and turn it in to laundry room.

**STEEL VOYAGER (Isthmian), Jan. 14—**Chairman, L. D. Suellnitz; Secretary, William Wallace. Some disputes between members which will be reported to patrolman. \$4 in ship's fund. More money to be donated at payoff. No beefs reported.

**GLOBE PROGRESS (Maritime Overseas), Feb. 7—**Chairman, Andy C. Noah; Secretary, S. F. Schuyler. Ship's delegate reported discussion on lighting in main deck and formation of safety committee with captain. Latter was refused. Main deck lighting also negative due to hindrance to navigation. Submitted suggestion on safety.

**PRODUCER (Marine Carriers), Jan. 20—**Chairman, John Brady; Secretary, Leroy Pierson. Heating vents to be repaired for next trip. No beefs. Letter written to HQ and answered regarding 3rd engineer doing deck engineer's work on winches. Referred to patrolman. Heating vent beef to be referred to patrolman. Wash basin should be in steward department head so men in department can wash hands after using head. Request engineers not to use crew's washing machine.

**TWIN FALLS VICTORY (Suwannee), Jan. 26—**Chairman, J. Naylor; Secretary, H. Larson. Disputed OT to be paid at payoff. \$103.07 in ship's fund; disposition to be discussed. Letter regarding food poisoning sent to HQ.

**ALCOA PLANTER (Alcoa), Feb. 3—**Chairman, Andrew W. Luffave; Secretary, Zee Young Ching. Bosun demoted to AB; this beef to be straightened out at payoff. \$9.76 in ship's fund. No other beefs reported by department delegates.

**KENMAR (Calmar), Jan. 20—**Chairman, no name given; Secretary, Felipe Quintayo. Few hours disputed OT. Request to have company put wooden locker in every room. Ship's delegate to ask chief engineer to drill a bigger hole for washing machine so it will not take so long to drain the water. New mattresses needed for 8-12, 12-4 and carpenter's rooms. Suggestion that after payoff each member give 50 cents to ship's fund. New delegate in each department should be elected on every trip.

**ORION COMET (Colonial), Jan. 31—**Chairman, M. M. Cross; Secretary,

M. E. Greenwald. Two crewmembers reported to ship's delegate that meat was second grade. \$3 in ship's fund. Request that coffeetime be increased to 30 minutes when men off watch are called out. Suggestion that all members be entitled to full \$800 vacation pay as there may be cases where a man may be laid off after a period of less than year at no fault of his own. Vote of thanks to the steward department for job well done.

**ALCOA ROAMER (Alcoa), Feb. 11—**Chairman, Charlie Gedru; Secretary, same. No beefs. Everything running smoothly except some disputed OT in deck, engine and steward departments.

**DE SOTO (Waterman), Jan. 30—**Chairman, F. J. Mears; Secretary, J. F. Castronover. Repairman called to fix washing machine but it still tears clothes. Will try and get new washing machine aboard. \$16.75 in ship's fund. No LOGs or Union literature received.

**NATALIE (Maritime Overseas), Feb. 24—**Chairman, Joe McLaren; Secretary, Robert W. Fressandis. Repair list given to captain. \$10 in ship's fund. No beefs reported. Fan in messbox to be replaced. Request that longshoremen stay out of the crew messroom.

**FRANCES (Bull), Feb. 12—**Chairman, A. Ferrara; Secretary, William Nestla. New ship's delegate C. Gonzalez elected. No beefs reported by department delegates. Crew asked to remove cloths from washing machine when finished. Try not to slam doors going in and out of rooms. Vote of thanks to steward department.

**SEATRAN NEW YORK (Seatrains), Feb. 9—**Chairman, J. Fisher; Secretary, J. R. Batson. Crew requests patrolman to see that ship gets better quality food and more of it. No other beefs reported by department delegates.

**FAIRLAND (Sea-Land), Feb. 14—**Chairman, Walter Newberg; Secretary, Charles Goldstein. \$9.80 in ship's fund. Request headquarters look into time off for Sea-Land crews, one-half to be off on either end with guaranteed weekend and holiday OT. Red Fisk elected ship's delegate.

**YAKA (Waterman), Feb. 4—**Chairman, J. Guard; Secretary, S. K. Dodd. All going smoothly. Ship's delegate to speak to chief mate about more items in the slopchest. Many repairs have not been completed. Request LOG to use large type envelopes in order for post office employee to read without the need of glasses.

# Your Gear...

for ship... for shore

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

- Sport Coats
- Slacks
- Dress Shoes
- Work Shoes
- Socks
- Dungarees
- Frisko Jeans
- CPO Shirts
- Dress Shirts
- Sport Shirts
- Belts
- Khakis
- Ties
- Sweat Shirts
- T-Shirts
- Shorts
- Briefs
- Swim Trunks
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- Toiletries
- Electric Shavers
- Radios
- Television
- Jewelry
- Cameras
- Luggage



## the SEACHEST

### LOG-A-RHYTHM:

### Forgotten Man

By Henri Perikow

The whip of greed  
Has carved deep  
Into my raw flanks.

With pangs in my heart, I live  
The chipped laughter of infants,  
The dead-end of youth,  
And the wasting of men.

I, wheel turner,  
Hobble through life,  
Clinging to revels of happiness,  
And remain unsung  
In the chronicles of my nation.



TELL IT TO THE LOG

**Family Get-Together At SIU**



It was reading time for Seafarer Bernard Mace, steward, visiting the SIU hall in New York with his son, Bernard, Jr., 21, and grandchildren Stacey, 2, and Steven, 4. The youngsters had a time of it while Mace caught up on Union news via the LOG. He's just back from the Far East off the Orion Planet and made it in time to see his son, a Marine private, who's home on leave.

**PERSONALS and NOTICES**

**Nicholas Vidoljak**  
Contact your sister, Mrs. A. J. Bruno, at 119 South 61st Avenue, Duluth, Minn.

**James C. Brazell**  
Contact your brother Eugene as soon as possible at PO Box 41-29480, Michigan City, Indiana.

**Air Conditioner**  
Selling Fedders 3/4-ton, 6,000 BTU air conditioner in perfect condition (cost \$399) for \$100.

**Blood Bank Aids Wife's Recovery**

**SAN FRANCISCO**—Drawing on the SIU Blood Bank for 25 pints of blood, Mrs. Oreh Kim, wife of Seafarer You Honh Kim, is now reported to be well on the road to recovery following a recent operation.

Mrs. Kim spent 19 days at St. Luke's Hospital here in San Francisco, during which she underwent corrective surgery for an intestinal ailment. The SIU bank supplied the 25 pints of blood from its reserve for use during and after the complex surgical procedure.

In addition, the SIU Welfare Plan provided benefits totaling \$1,610.50 to defray a variety of bills for the surgery, medical expenses and hospital care during the course of the hospitalization and treatment she was given.

Shipping in the black gang, Seafarer Kim has been sailing with the SIU since 1952, when he joined up in San Francisco. Born in Hawaii, he now makes his home here in California.

In a letter to the Union, Kim said he "greatly appreciated" the aid of the blood bank and welfare program in assisting his wife's recovery. The all-round assistance of the SIU helped ease much of the difficulty surrounding her illness, Kim noted.



Kim

Buyer must pick up. George Pitour, 12-23 Astoria Boulevard, Long Island City, NY, phone RA 8-0129.

**Buddy Dyas**  
Your gear is at the Men's Club on Cities Service Highway, Lake Charles. Send your address to the LOG and I'll ship your gear. C. Wiggins.

**Robert B. Grant**  
**John E. Fanning**  
**Eugene McGuinn**  
Gear from Glenbrook voyage 19 is still at KLM baggage room, Idlewild Airport, New York. Contact Miss Slowly, PL 9-2400, ext. 654.

**Thomas Robles**  
Contact Miss Julia Robles, 616 Webb Street, Bo. Obero, Santurce, Puerto Rico.

**Kenneth Blackstone**  
Let Fred Shaia on Steel Vendor (Isthmian) know your address.

**Harold Macfarlane**  
Contact your sister, Mrs. Mary L. Hankins, at Wallingford Arms, Wallingford, Pa., phone LOwell 6-9565.

**Eugene Warren Bent**  
Contact your mother, Mrs. George E. Bent, at 853 Inman Avenue, Rahway, NJ.

**Y. R. Tallberg**  
Contact immediately Jack R. Farris at 8610 Sharondale, Houston 23, Texas.

**Frederick Meinert**  
Contact Jerry at same address in Houston. Urgent.

**John Iglebekk**  
Anyone knowing the whereabouts of John W. G. Iglebekk is asked to contact Roderick Dimoff, attorney, at Greive and Law, 4456 California Avenue SW, Seattle, Wash.

**Tax Refunds**  
Income tax refund checks are being held for the following by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, Calif.:

Joseph A. Alves, Freddie Bailey, Margarito Borja, Roy C. Bru, Theodore G. Calopothakos, Orlando R. Frezza, Ho Yung Kong, Milledge P. Lee, James D. Mann, Anthony

Nottage, Marvin E. Satchell (4), John W. Singer (4), Harold A. Thomson and Francis J. White.

**Joseph Pawlak**  
Contact your wife, Janice, at 3409 Cricklewood Street, Torrance, Calif., by phoning DA 6-4883, or TE 5-2763 in Wilmington, Calif., or by wire.

**John L. Whisman**  
It is most urgent to contact your wife, Bertha, at 2089 Market Street, San Francisco, Calif., as soon as possible.

**Raymond E. Leonard**  
Contact your daughter, Alice, at 803 Pine Street, Henderson, North Carolina, as soon as possible.

**Alan R. Miller**  
Important! Contact your mother at 41 Marbelle Court, New Britain, Conn.

The following men are asked to get in touch with Miller and

Seeger, attorneys, 400 Madison Ave., New York, NY, regarding accidents on the vessels indicated: Christopher Karas, Alan E. Whitmer, ex-Fort Hoskins; Mathew Bruno, Walter Ferguson, ex-Orion

Comet; Joseph Giardina, Antonio Gonzales, Donald Hicks, Sverre Petersen, ex-Steel Voyager; Manuel Landron, Jose Reyes, ex-Alcoa Roamer; Buford E. Stockman ex-Council Grove.

**SIU BULLETIN BOARD**

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

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

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

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

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

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

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

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

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

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## Wherever Seamen Gather . . .



**A**LL around the globe, wherever Seafarers and all seamen gather, the SEAFARERS LOG is a premier attraction for news of the SIU, shipping and maritime developments of every kind. Copies of the LOG are air-mailed to every SIU vessel around the world, wherever a ship is due to hit port, because the Union's newspaper is their guide to events that help shape the livelihood and security of every Seafarer.

One of the basic sources of Union and Industry information plus stories about other ships and shipmates, the LOG is also dispatched in quantity to hundreds of meeting places, seamen's

clubs and US consulates where copies of each issue are readily available to SIU members arriving in port. Constantly seeking to build up and expand its mailing list, the LOG urges Seafarers to keep it posted on new locations, ports and addresses where the paper can be sent to continue the best possible distribution system for the LOG and other Union communications.

**T**HIS is in line with the goal of keeping the membership alert and well-informed on all developments affecting their well-being and interests.

