

Vol. XXV  
No. 24

# SEAFARERS LOG

November 29  
1963

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



# SIU Co's Planning 4 Bulk Carriers - Seek US Assist

WASHINGTON—SIU operators have filed applications with the Maritime Administration for US construction aid to help build four huge bulk carriers for worldwide trade under the American flag. Two of the ships would be the largest of their type in US-flag service, with a cargo lift of 58,000 tons of grain, ore, coal or liquid bulk cargoes.

One of the applications was filed last week by the Hudson Waterways Corporation and calls for two bulk carriers of 60,800 deadweight tons each.

The other, filed earlier by a new company, Overseas Transportation, seeks Federal aid on construction of a pair of 30,000-ton bulk vessels. Overseas Transportation is part of the SIU-contracted Maritime Overseas shipping interests.

Still pending is a separate application put in last May by the SIU-contracted Penn Shipping interests for Federal assistance toward the construction of three smaller bulk carriers. The Penn application calls for three 25,400-ton general purpose bulk carriers.

The Hudson Waterways' construction program would supplement its present fleet with two 806-foot bulk carriers capable of hauling grain, ore or coal. With some modification, the vessels could also carry liquid bulk cargoes such as crude oil.

If the ships are built, they would cost some \$37 million. Company officials have reported that they have not yet asked for Federal ship mortgage and construction loan insurance.

The bid by Overseas Transportation for special tonnage calls for two \$10 million ships to carry grain, minerals and other bulk cargoes. The company has already asked for Government mortgage and construction loan aid in addition to construction subsidy.

Under present maritime law, construction aid may be provided for any ship to be operated in the nation's foreign trade. It is not available for coastwise or other domestic operations, and has never been given for bulk vessels.

Applications of all three companies are being watched with interest to see if there will be any shift in the Government's attitude regarding bulk cargo carriers.

Bulk cargoes account for most American foreign trade tonnage today, since the US gathers most of its basic raw materials and ores from overseas sources. Although this reflects a change in American foreign trade patterns over a pe-

riod of several years, Federal construction and operating subsidies are still based on the package cargo concept incorporated in the 1936 Merchant Marine Act.

US subsidy aid is so far available to only 15 companies engaged in regular liner and berth operations, with nothing set aside for tramp vessels, tankers and bulk cargo operations.

### Tramps Are Old

A recent report by the Maritime Administration points out that the US tramp fleet as of September 30 was composed of 135 vessels. All of them were originally designed and built just before or during World War II.

Of the 135, converted T-2 tankers and Libertys account for 22 vessels. The balance was composed of Libertys, C-types and Victorys, some of which are inactive.

The US tramp fleet does not have a single vessel whose keel was put down later than 1945.

# Urges Foreign Aid Tie To Shipbuilding

NEW YORK—A plan to stimulate US shipbuilding and other industries by tying US foreign aid payments to pledges that would give US industry the first crack at filling a foreign nation's shipbuilding and other needs was outlined at the recent AFL-CIO Maritime Trades Department convention here. The suggestion was

For a report on US vs. Soviet shipbuilding developments, see Page 16.

offered by Edwin M. Hood, president of the Shipbuilders Council of America.

The proposal was made primarily to stimulate the depressed US shipbuilding industry, but



Readying a stack of big birds for the oven at SIU headquarters cafeteria, chief cook Al Clark gets set for Thanksgiving. All ports served over 4,500 dinners last year.

# Seafarers, Ships Mark 'Turkey Day' Tradition

Seafarers and their families were preparing to attend Thanksgiving holiday dinners arranged in all SIU ports for Thursday, November 28, as the LOG went to press. The huge "Turkey Day" fete has become a family tradition in New York and all the out-

ports. Where Union facilities could not handle the service of a large Thanksgiving feast, arrangements were made with nearby restaurants to serve Seafarers and their families the traditional meal of thanks—with all the trimmings.

The elaborate menus in the vari-

ous ports included the usual holiday fare—the big bird and trimmings, together with other main dish courses and a variety of soups, salads, vegetables, pies, desserts and beverages.

Aboard ship, SIU stewards and galley departments whipped up similar special dinners for the holiday, whether the celebration came in port or at sea. Due to their voyage schedules, many ships had to stock up months ago with turkey, cranberries, etc., in order to have the traditional fare available.

Christmas dinner will also be held in the same hardy soup-to-nuts fashion next month on December 25 in all ports, and aboard all SIU vessels wherever they happen to be at the time.

# COPE Lists Choices In N'Orleans Voting

NEW ORLEANS—The AFL-CIO Committee on Political Education for the state of Louisiana has announced its choices of candidates for this area in the primary election slated for December 7. The state COPE did not endorse any of the five candidates for governor, but it did urge defeat for two of them.

COPE announced that gubernatorial candidates Gillis W. Long, John J. McKeithen and deLesseps S. Morrison were all favorable to labor, and that any of the trio was acceptable. It did officially state, however, that Robert Kennon and Shelby Jackson, two of the candidates, did not deserve labor support.

Endorsements were also given to most incumbents seeking reelection to state offices, except candidates for lieutenant governor, comptroller, commissioner of agriculture and commissioner of insurance. William J. Dodd was backed for state superintendent of public education, since the incumbent is not seeking reelection.

The following is a list of endorsements by COPE in the New Orleans area:

For State Senate: Orleans Parish: Wards 1, 2 & 15, Olaf J. Fink; Ward 3, Charles E. Deichmann; Wards 4 & 5, Michael H. O'Keefe; Wards 6 & 7, Adrian C. Duplantier; Wards 8 & 9, Theodore M. Hickey; Wards 10 & 11, Frederick L. Eagan; and Wards 14, 16 & 17, John D. Tamberella.

Jefferson, St. Charles & St. John the Baptist Parishes: Jules G.

# SIU Crew Safe After Blast, Fire

NEW YORK—The Hercules Victory (Sea Tramps) reached port here on Monday, November 25, following a tube fracture in her port side boiler which disabled the SIU-manned freighter about 300 miles northeast of Bermuda.

There were no injuries reported aboard the explosive-laden Victory ship, which had left here about two weeks ago bound for Cadiz, Spain.

The master of the Hercules, Capt. Christopher Foros, reported all hands safe 90 minutes after the boiler explosion and the discovery of a fire which had developed in the starboard boiler. The fire was reported under control shortly after the mid-ocean mishap on November 12.

Two Coast Guard planes and the cutter Yakutat were dispatched from Bermuda to aid the stricken ship, with the cutter standing by until a commercial tug reached the scene. The deep-sea tug Esther Moran had been dispatched from Boston to tow the ship back to New York. She had been limping along at four knots after temporary repairs.

By the time the tug reached the Hercules, she was reported to be about 600 miles east-southeast of here. The tow which ended this week was apparently uneventful.

The Hercules is the former US Lines' ship American Jurist.

She is currently idled in the harbor here while the company determines necessary repairs on the engine room damage and conducts a thorough inspection of the possible causes of the explosion and fire.

# Number One Man In Norfolk



First man to register for shipping at the new SIU hall in Norfolk this month, Seafarer William Donald helps to record the event with dispatcher Charlie Moser. All shipping was transferred from the old Colley Street hall a few weeks ago.

# SEAFARERS LOG

Nov. 29, 1963 Vol. XXV, No. 24

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Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 475 Fourth Avenue, Brooklyn 32, NY. Tel. HYacinth 3-4600. Second class postage paid at the Post Office in Brooklyn, NY under the Act of Aug. 24, 1912.

JEFFERSON, ST. CHARLES & ST. JOHN THE BAPTIST PARISHES: JULES G.

# AFL-CIO Mourns Kennedy, Backs Pres. Johnson

WASHINGTON—The AFL-CIO Executive Council, in memory of the late President John F. Kennedy, pledged "unstinting devotion to the building of the world of which he dreamed—a world in which mankind can be free yet safe, a world in which brotherhood is fact for all men."



Final appearance by President Kennedy at a labor gathering was this appearance at the AFL-CIO convention in New York just seven days before his death. The late President had come to greet the delegates and to ask support for his pending legislative program.

## AFL-CIO CONVENTION VOTES PROGRAM OF LABOR ACTION

NEW YORK—The 5th biennial convention of the AFL-CIO ended here last week after mapping out a broad program to provide economic security, equal rights for all workers and a strong political action program to stem anti-labor forces in the 1964 elections.

Delegates to the convention voted unanimously to open a major drive for a \$2 minimum hourly wage and extension of minimum wage average to 16 million low-paid workers presently exempted under the law. They also gave their vigorous approval to a resolution calling for a cut in the workweek to 35 hours and to set up a standard of double time for overtime.

The shorter workweek, without reduction in take-home pay, was proposed as a means of coping with dwindling job opportunities. "Chronically high levels of unemployment can no longer be tol-

erated," the convention said. Negotiations toward reduced working time can proceed in many directions, it was suggested, including more holidays, longer vacations, earlier retirement, sabbatical leaves, and strict overtime controls during periods of joblessness.

**Minimum Wage Of \$2**  
The setting up of a \$2 minimum hourly wage and extension of the Fair Labor Standards Act were urged as a major part of the Federation's economic platform. "The present unfair exemptions from the Act should be removed so that all workers are accorded the safeguards of the law," the delegates declared.

The present \$1.25 minimum wage for workers in interstate commerce was labeled as "inadequate," and even this amount is postponed until 1965 for workers newly-covered by the Act's 1961 amendments. The 15-point economic program approved by the convention also included strong support for passage of the \$11 billion tax cut bill still before Congress.

**Civil Rights' Drive**  
In the field of civil rights, the convention delegates dedicated the full resources and strength of the trade union movement to "the cause of freedom and equality for all Americans . . . to assure every American the full rights of citizenship."

A call for greater effort and fuller utilization of trade union manpower was stressed by the Federation's General Board, which met to decide on how best to meet the political issues of 1964. It cited the need for intensified political education and action to stem anti-labor forces in the 1964 elections.

Convention delegates pledged full backing by the AFL-CIO's resources in meeting labor's greatest challenge—the organization of the unorganized—and also voted to use all their force to defeat any impending "right-to-work" legislation.

On other issues, the delegates:  
• Called for an expanded US

shipbuilding program and urged Congress to set up a construction program to modernize America's naval and merchant fleets.

• Went on record as "determined to oppose" the continued diversion of ocean-going trade to ships flying so-called "flags of convenience."

• Urged a massive Federal investment in education because America's schools are in a state of crisis.

• Called for a number of improvements in the social security structure, and stressed priority treatment for passage of the King-Anderson bill to provide a hospital care program for the elderly as part of the Social Security System.

• Asked for additional Federal standards to extend the duration and raise the level of benefits to unemployed workers.

(Continued on page 5)

To President Lyndon B. Johnson, "in this most tragic hour in the history of our great republic," the Council extended "our warm, understanding and sympathetic support. On behalf of millions of American workers and their families, we pledge to the new President of the United States our complete backing in the dark and dangerous days that lie ahead."

The statements were adopted and issued at an emergency meeting of the AFL-CIO Executive Council here on Tuesday, November 26.

"The incredible loss of President Kennedy has put a stunned world in mourning," the Council said. "Aside from his immediate family, none mourn him more than the working people of this world . . . He was their leader, champion, their friend."

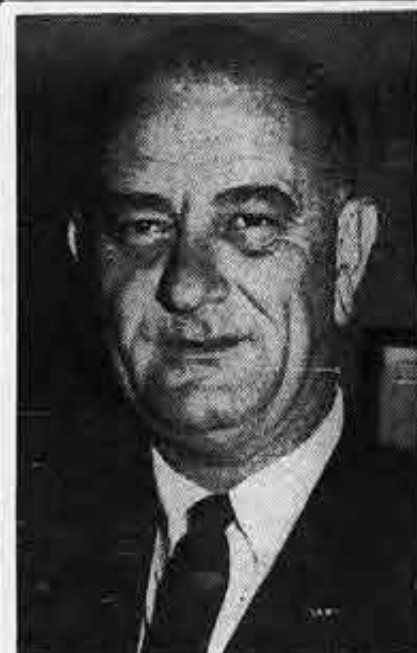
The Council asserted that President Kennedy had "brought homes within the grasp of many, deplored and detested the slums that degrade our land; sought the abolition of exploitation and suffering and misery. And those for whom he fought will be eternally grateful."

"Most of all," the Council said, "John Kennedy understood the degradation and humiliation that millions of Americans of different race and religious belief know in too many parts of our land . . . President Kennedy put his heart and strength into the struggle for civil rights."

Recalling the late President's firmness in winning withdrawal of Soviet missile bases in Cuba, the Council said he won respect from the Communist world and our allies as well. The slain President was "not only a national leader but a world leader and he bequeathed this nation 'a program, a practical dream, whose fulfillment will be a lasting monument to the leader who conceived it.'"

The Council, in behalf of millions of workers everywhere, extended to Mrs. Kennedy and the Kennedy family "our most profound condolences."

In its statement on President Johnson, the Council said the "nation and the world are fortunate to have a man who has acquitted himself" with distinction as an experienced legislator and as Vice-President. "He is deeply committed to the program of his martyred predecessor and he was



Lyndon Baines Johnson, the 36th president of the United States.

clearly a partner in its design and scope."

Calling for the fulfillment of this program as one of "primary importance to our own country and to the cause of freedom," the Council said the new President "will prove equal to the problems and challenges which await him" and pledged him its full support.

The Council also issued a statement asserting that "hatred is on the rise in America" and that it "pulled the trigger" in the assassination of President Kennedy.

In a special message to a joint session of Congress on Wednesday, November 27, President Johnson promised to pursue the policies of the late President Kennedy. He assigned top priority to two immediate legislative requests—passage of a civil rights bill and the pending tax cut bill—both recommended by his slain predecessor.

### Ships Dip The Colors

A 30-day period of national mourning began on Saturday, November 23, after the death of President John F. Kennedy on Friday from an assassin's bullet in Dallas, Texas.

Gov. John B. Connally of Texas, who was riding in the same car with Kennedy, was wounded but is recovering.

Joining the rest of the nation in final tribute to the slain President, all US merchant ships lowered their flags to half-mast as news of the tragic event reached them in ports all over the world and on the high seas.

Business activity all over the US and in many foreign countries ceased as news of the President's death reached them, and shut down as a sign of respect and mourning until after the solemn funeral services on Monday, November 25.

All SIU halls were closed for the entire day Monday, in response to a proclamation by President Johnson for a national day of mourning. Work on the US waterfront was at a virtual standstill during the three-day period from the death to the burial.



News of the President's assassination shocked Seafarers as it did the rest of the world. Scene here is at SIU headquarters on November 22 shortly after the first bulletins came over the air via radio and TV. Among the many struck by the fateful news was SIU pensioner Joe Malone, 75, at far right.



# SEAFARERS ROTARY SHIPPING BOARD



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

Report Period: November 9 - November 22, 1963

SIU shipping showed an increased pace during the past two weeks, rising to a total of 1,268 jobs dispatched from all ports. The increase reversed the downtrend of the past few periods. In the last period, the number of jobs shipped was down to 1,070.

The registration figures for this period also posted a rise that was evenly spread among the three shipboard departments. Total registration was 1,353, as compared to the previous total of 1,128. The number of men on the beach at the end of the two-week-period was 3,661, about the same as the last time.

Most of the shipping gain was in the deck department, which handled about half of the increase. Steward department activity showed the smallest gain.

In the various ports, New York, Baltimore, Jacksonville, Mobile, New Orleans and Houston handled almost

all of the pick-up. Boston, Philadelphia, Norfolk, San Francisco and Seattle all listed declines. Tampa and Wilmington reported small boosts in job activity.

The ship activity chart (see right) shows there were minor gains in the payoff and sign-on columns while the number of in-transit visits and the total number of ships in port declined. There were ten fewer in-transits, but the five additional sign-ons this time apparently made the difference by providing a boost in shipping.

Among the seniority groups, there was some change, again involving class A men. The class A portion of all shipping dropped to 53 percent from 59. It has been in the 57-58-59 percent range since August. Class B shipping accounted for 34 percent, a rise from 31, and class C shipping was up to 13 percent again.

## Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	3	0	3	6
New York	19	8	21	48
Philadelphia	3	0	5	8
Baltimore	5	4	16	25
Norfolk	4	3	4	11
Jacksonville	0	1	6	7
Tampa	0	1	9	10
Mobile	5	2	2	9
New Orleans	10	6	16	32
Houston	5	2	22	29
Wilmington	1	0	5	6
San Francisco	2	2	5	9
Seattle	3	3	3	9
<b>TOTALS</b>	<b>60</b>	<b>32</b>	<b>117</b>	<b>209</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	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	1	3	2	6	0	1	0	1	1	4	0	5	0	0	1	1	0	0	1	1	5	1	1	7	6	4	4	14	0	3	2	5			
New York	35	49	10	94	0	20	20	40	26	39	10	75	0	8	11	19	0	6	7	13	75	19	13	107	89	145	37	271	5	38	54	97			
Philadelphia	5	11	2	18	1	3	6	10	2	6	2	10	0	1	4	5	0	2	3	5	10	5	5	20	12	23	8	43	1	6	14	21			
Baltimore	20	25	4	49	0	6	9	15	7	19	7	33	1	4	5	10	1	4	0	5	31	10	5	46	38	63	8	109	0	19	51	70			
Norfolk	4	6	2	12	0	0	4	4	0	2	1	3	0	0	2	2	0	1	0	1	3	2	1	6	17	20	2	39	0	3	11	14			
Jacksonville	1	5	0	6	1	6	3	10	1	8	0	9	1	6	4	11	1	1	1	3	9	11	3	23	10	17	2	29	2	5	9	16			
Tampa	0	5	3	8	1	1	2	4	2	1	2	5	0	1	0	1	0	2	2	4	5	1	4	10	3	7	2	12	1	1	4	6			
Mobile	8	13	0	21	1	4	7	11	7	19	0	26	0	4	9	13	0	2	0	2	26	13	2	41	32	24	4	60	1	1	16	18			
New Orleans	26	39	9	74	0	14	29	43	21	38	10	69	2	20	18	40	0	2	0	2	69	40	2	111	64	73	11	148	3	31	80	114			
Houston	11	23	5	39	1	10	9	20	11	31	10	52	1	6	9	16	0	1	1	2	52	16	2	70	51	76	12	139	2	29	28	59			
Wilmington	3	5	0	8	0	2	3	5	4	3	1	8	2	2	3	7	0	3	1	4	8	7	4	19	12	17	4	33	0	4	10	14			
San Francisco	11	9	5	25	2	5	5	12	5	5	2	12	2	2	1	5	1	0	0	1	12	5	1	18	32	32	5	69	5	17	15	37			
Seattle	4	7	2	13	0	8	3	11	3	3	1	7	0	1	3	4	0	5	4	9	7	4	9	20	18	21	5	44	0	10	19	29			
<b>TOTALS</b>	<b>129</b>	<b>200</b>	<b>44</b>	<b>373</b>	<b>7</b>	<b>79</b>	<b>100</b>	<b>186</b>	<b>90</b>	<b>178</b>	<b>46</b>	<b>314</b>	<b>9</b>	<b>55</b>	<b>70</b>	<b>134</b>	<b>3</b>	<b>29</b>	<b>20</b>	<b>52</b>	<b>312</b>	<b>134</b>	<b>52</b>	<b>498</b>	<b>384</b>	<b>522</b>	<b>104</b>	<b>1010</b>	<b>20</b>	<b>176</b>	<b>304</b>	<b>500</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	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	0	3	0	3	0	0	2	2	0	1	0	1	0	0	1	1	0	0	0	0	1	1	0	2	0	6	0	6	1	2	3	6			
New York	15	37	5	57	5	32	25	62	11	24	4	39	7	23	10	40	3	12	8	23	39	40	23	102	50	96	9	155	12	44	52	108			
Philadelphia	0	8	3	11	0	4	4	8	1	6	1	8	0	0	2	2	0	2	2	4	8	2	4	14	2	25	3	30	0	8	6	14			
Baltimore	6	24	5	35	1	12	9	22	5	16	2	23	2	9	11	22	0	4	0	4	23	22	4	49	9	65	7	81	3	37	25	65			
Norfolk	0	2	0	2	0	3	0	3	0	1	0	1	0	1	2	3	1	0	0	1	1	3	1	5	3	19	4	26	0	10	3	13			
Jacksonville	2	2	0	4	4	3	1	8	2	2	1	5	3	11	2	16	0	1	3	4	5	16	4	25	2	5	0	7	2	3	6	11			
Tampa	0	2	0	2	0	1	1	2	0	3	0	3	0	0	1	1	0	3	0	3	3	1	3	7	0	8	0	8	0	2	2	4			
Mobile	1	8	2	11	1	6	5	12	2	11	2	15	2	8	7	17	0	3	0	3	15	17	3	35	4	19	5	28	0	12	5	17			
New Orleans	12	28	5	45	2	21	21	44	11	25	4	40	1	19	21	41	0	3	0	3	40	41	3	84	31	71	10	112	8	43	62	113			
Houston	3	19	1	23	2	12	7	21	3	21	5	29	1	20	16	37	0	3	0	3	29	37	3	69	25	47	2	74	7	31	50	88			
Wilmington	2	8	3	13	0	4	0	4	1	3	1	5	0	2	2	4	0	2	0	2	5	4	2	11	3	16	5	24	2	10	9	21			
San Francisco	2	17	2	21	1	2	4	7	3	4	5	12	0	1	3	4	0	4	3	7	12	4	7	23	9	35	4	48	3	7	7	17			
Seattle	1	12	1	14	2	2	3	7	0	1	1	2	1	2	1	4	0	2	3	5	2	4	5	11	5	31	5	41	1	7	8	16			
<b>TOTALS</b>	<b>44</b>	<b>170</b>	<b>27</b>	<b>241</b>	<b>18</b>	<b>102</b>	<b>82</b>	<b>202</b>	<b>39</b>	<b>118</b>	<b>26</b>	<b>183</b>	<b>17</b>	<b>96</b>	<b>79</b>	<b>192</b>	<b>4</b>	<b>39</b>	<b>19</b>	<b>62</b>	<b>183</b>	<b>192</b>	<b>62</b>	<b>437</b>	<b>143</b>	<b>443</b>	<b>54</b>	<b>640</b>	<b>39</b>	<b>216</b>	<b>238</b>	<b>493</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	2	3	ALL	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
Bos	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	2	2	1	1	4	0	0	4	4
NY	17	2	8	27	3	0	18	21	10	3	1	14	28	3	1	32	6	0	20	26	28	11	26	65	52	30	25	107	187	9	7	203	48			
Phil	1	0	1	2	0	1	9	10	0	0	0	0	1	0	0	1	0	0	6	6	1	6	6	13	4	4	4	12	22	1	0	23	10			
Bal	6	3	3	12	3	0	14	17	7	1	3	11	25	1	0	26	0	0	0	0	25	19	0	44	14	14	13	41	66	6	2	74	43			
Nor	2	0	2	4	0	0	4	4	0	1	0	1	4	0	0	4	0	1	1	2	4	0	2	6	8	0	5	13	16	2	3	21	16			
Jac	2	0	1	3	2	0	1	3	2	1	1	4	4	0	0	4	0	0	5	5	0	0	0	0	4	5	0	9	5	2	1	8	8			
Tam	0	0	0	0	0	0	1	1	2	0	0	2	0	0	1	1	0	0	3	3	2	1	3	6	2	0	1	3	3	0	1	4	4			
Mob	4	1	3	8	0	0	3	3	4	1	4	9	15	0	0	15	0	0	5	5	15	12	5	32	20	5	7	32	32	0	13	45				
NO	10	9	2	21	1	2	35	38	7	2	2	11	34	0	1	35	0	0	6	6	34	31	6	71	27	23	23	73	148	2	4	154	92			
Hou	6	4	7	17	1	0	7	8	12	3	3	18	35	0	0	35	0	0	0	0	35	18	0	53	10	26	11	57	71	8	1	80	36			
Wil	1	1	2	4	0	0	0	0																												

## The INQUIRING SEAFARER

**QUESTION:** How often should meetings be held aboard ship?

**Ray Walker:** I think it's a good idea to have a meeting going out and then coming in and then whenever a beef comes up during a trip that needs immediate attention. When you first leave on a trip you have to elect your department delegates so you have to hold a meeting a few days after leaving port.



**Joseph Raymond:** I think it's important to have a meeting when you first leave port and then again on the return trip. The first meeting should be used to get things organized and the meeting on the return trip should be to air the beefs to the ship's delegate so that he can work out something on these complaints before you reach the States.



**Mike Hamboussy:** I think a meeting at the beginning of a trip is enough unless some special situations come up during a trip. The most important meetings that are held other than the regular shipboard meetings are the safety meetings. I think these should be held more often. There are always some unsafe conditions on a ship that should be discussed at a meeting.



**Fawzi Hamboussy:** On most of these points I agree with my brother Mike. But I think that you need at least two meetings a trip to keep things straight. The first meeting you have to elect all your delegates. On the return voyage, it's important to hear any complaints that crewmembers have so the Union can know about them.



**Max Fingerhut:** Twice a trip is plenty. The first one is important so that you can elect the delegates from the various departments. A lot of meetings on a ship turn into bull sessions and you don't get much accomplished. The only time you should call a meeting is when something really important has to be discussed.



**Jose D. Bonfont:** One meeting at the beginning of the trip is plenty. Once you get things organized and have the delegates appointed, there's really not that much to discuss unless a special situation comes up. But most trips run pretty smoothly and you really don't need more than one meeting.



## Seafarer Throws In For Texas Sheriff

**JASPER, Texas**—Seafarer Herbert (Tex) Strickland has thrown his ston into the political ring here in a bid for the post of sheriff for Jasper County. Strickland is running in the upcoming Democratic primary, and is seeking support by Seafarers and friends in the area.

Situated in the southeast corner of Texas, Jasper County has been Strickland's home for many years. He lives in Kirbyville, almost in the dead center of the county, with his wife, Cleo. A member of the deck department, Strickland has been shipping with the SIU since 1952 and holds a boson's rating. He generally ships out of Houston.



Strickland

Jasper County is a narrow area sandwiched between Orange, Newton, Sabine, San Augustine, Angelina, Tyler and Hardin Counties in the southeastern part of the Lone Star State. The county area begins about 20 miles north of Port Arthur, and is even closer to some of the other tanker ports. Strickland is a native Texan, born in 1920 at near-by Pineland, in Sabine County. He's an Army veteran of World War II and served as an SIU organizer in one of the non-union tanker fleets several years ago. His campaign literature naturally labels him as "Tex" H. Strickland, a tag that the 6'2" native son hopes will help spur him to his first public office.

## NMU Charges Rejected

# Labor Board Upholds SIU Manning Rights

**NEW YORK**—A new attempt by the National Maritime Union to upset an established collective bargaining relationship held by the SIU was rejected by the regional director of the National Labor Relations Board last month. The case involved manning and contractual rights covering the 106,000-ton supertanker Manhattan (Hudson Waterways).

The dispute developed from the purchase of the stock of the Manhattan Tankers Company by an SIU-contracted operator last December, 1962, from the Niarcho shipping interests. Seafarers have been manning the big tanker since

last March, during which time the giant vessel has been alternating between the oil and grain trades. Hudson Waterways has been under an SIU contract for several years, operating a number of tankers and specialized ships.

### Reversed Stand

In seeking to upset the SIU pact which went into effect for the Manhattan after the change in ownership, the NMU took a position directly opposite to its stand in the Robin Line-Moore-McCormack case. The NMU has been under AFL-CIO sanctions for some time as a result of its attempt to raid SIU jobs in the Robin Line 18 months ago.

Due to its role in several other disputes involving the Marine Engineers Beneficial Association, the AFL-CIO has also invoked sanctions against the NMU and its affiliates on three separate occasions in the past.

At the time the Manhattan changed hands, the NMU had indicated it would press the dispute over manning by the new owners, but then appeared to drop the matter. This was apparently because of the contradictory position it was taking in regard to the Robin Line case.

Then, in September, the NMU filed charges with the labor board, alleging that the Manhattan Tankers Company had acted unfairly.

These charges were rejected by the NLRB's regional director, who refused to issue a complaint and dismissed the charges. The labor board ruling held that no violation of the law had been shown, that the charges were filed too late under a six-month statute of limitations provided by law, and that the mode of transfer of the vessel, through the purchase of stock, as opposed to a transfer through the sale of a vessel, was insignificant.

## SIU CONTRACT DEPARTMENT

By Robert A. Matthews, SIU Vice-President, Contracts & Contract Enforcement

(This column will be a regular feature of the SEAFARERS LOG to deal with contract matters and job issues in the SIU and maritime that develop from time to time. Seafarers are urged to write directly to the SIU Contract Department at headquarters regarding any comments or suggestions on these issues.)

From time to time, this column will present various letters which have been received at headquarters, and the clarification or the answer to the problems posed by these communications. Since many of the same issues come up on many ships quite regularly, the circulation of this information will be helpful to all concerned.

Recently, headquarters received a letter from Brother M. C. Cooper, delegate on the SS Alcoa Runner, who posed the following question:

**QUESTION:** "Since the Mate has turned the day workers to on the weekend, do the watchstanders have the right to the same amount of overtime, exclusive of the weekend overtime?"

**ANSWER:** The watchstanders do have a right to expect to be worked on overtime on maintenance work so as to equal, as close as possible, the overtime earned by the dayman.

**REFERENCE:** Article III, Section 2, of the Standard Freightship Agreement, which reads as follows: "DIVISION OF OVERTIME—All overtime shall be divided as equally as possible among the members of the deck crew."

A letter from Brother S. M. Bell, delegate on the S T ORION PLANET some time ago, requested information on a matter concerning the steward department. A portion of his letter is reproduced below.

**QUESTION:** "I have been butchering carcass beef without the payment of overtime and this carcass weighs from seventy (70) to ninety (90) pounds. Please send clarification on the butchering of same."

**ANSWER:** You are entitled to overtime for this work.

**REFERENCE:** Article V, Section 20, of the Standard Tanker Agreement—"OVERTIME FOR BUTCHERING—When carcass beef, in eighths or larger, is carried, the man required to butcher this beef shall be paid a minimum of six hours overtime weekly for butchering. This shall not apply when a butcher is carried."

Not long ago, a letter came from the SS Norberto Copay seeking information about a restriction to the ship at Pusan, Korea. In this instance, we were not furnished with adequate information on which to base a decision. However, the letter was answered.

**QUESTION:** "The ship arrived at Pusan, Korea, anchorage at 2:30 PM on September 27, 1963 and the crew was restricted to the ship until 9:00 PM on September 28, 1963. The contract provides that the company will produce a

copy of the government restriction order when the crew is paid off. Will we be entitled to overtime for being restricted?"

**ANSWER:** Unfortunately, you have given us no information as to whether the ship had passed quarantine or whether or not the ship had been granted pratique. Due to this lack of information, your question cannot be properly answered at this time. You are correct in your statement, however, about the company having to produce a copy of the government restriction order when the crew is paid off.

The Standard Freightship Agreement, Article II, Section 36—RESTRICTION TO SHIP, very clearly specifies the type of letter which is required in order to settle the dispute. This section is reproduced below:

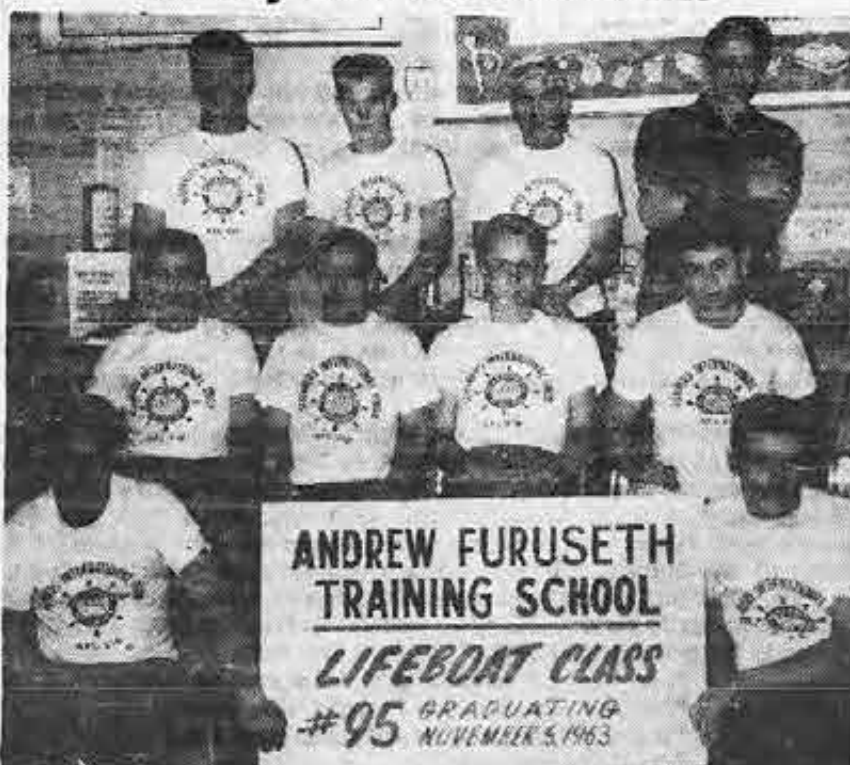
"When a vessel has been in a foreign port where the crew was restricted to the ship and the company claims that this restriction

was enforced by the government of the port visited, the company will produce a copy of the government restriction order when the crew is paid off. A letter from the company's agents will not be sufficient proof of the existence of such an order. If the company is unable to produce such an official order from the government of the country involved and is unable to satisfy the Union of the validity of such restriction, the crew shall be compensated for having been restricted to the ship by the payment of overtime for the period of the restriction.

"When a restriction occurs because of quarantine, immigration or custom procedure, a letter from such government agency shall suffice."

P.S. It developed at the payoff that the crew was restricted to the ship because there had been an outbreak of cholera at Pusan, and the captain had a proper letter to this effect.

## Ready To Man The Boats



ANDREW FURUSETH TRAINING SCHOOL  
LIFEBOAT CLASS  
#95 GRADUATING NOVEMBER 5, 1963

Smiling group represents the latest SIU lifeboatmen's training class in New York, after all received Coast Guard tickets. Pictured (front, l-r): James Born, J. Steven; middle, Jon Smith, L. A. J. Nieves, Fred DeBille, Guy Keane; rear, Bob Reed, Charles Campbell, B. F. Armos and instructor Arne Bjornsson.

## Convention Sets Goals

(Continued from page 3)

• Urged appointment of a commission on automation and creation of a technological clearing house to gather information on planned technical changes.

### Officers Re-elected

AFL-CIO President George Meany and Secretary-Treasurer William F. Schnitzler were unanimously re-elected for a two-year term, along with all other members of the AFL-CIO Executive Council. SIUNA President Paul Hall, Herman D. Kenin of the Musicians union and John J. Grogan of the Shipbuilders were elected to the Executive Council by convention action for the first time, since all three had been named to vacancies on the Council after the last convention.

The SIUNA was also the winner of a COPE award for meeting its quota in raising voluntary dollar donations two years in a row for the AFL-CIO political education program. Similar awards were presented by Alexander Barkan, director of the AFL-CIO Committee on Political Education, to a number of unions.

# Pacific SIU Set To Open First West Coast Clinic

SAN FRANCISCO—With the selection of a site and a medical director, trustees of the SIU Pacific District-PMA Seamen's Medical Examination Center hope that a clinic will be in operation here around the first of the year.

The medical center will be located at 50 Lansing Street, within easy walking distance of all three Pacific District union buildings, on the lower floor of a reinforced concrete building constructed in 1951. Ample space will be provided for a fully-equipped medical examination facility once remodeling is completed. Necessary equipment is being installed to suit the needs of the center and in line with good medical practice.

For medical director of the new clinic, trustees for the unions and the Pacific Maritime Association have chosen Dr. John L. Wilson, who for 31 years has been an official of the US Public Health Service.

Combining the talent of a good and experienced administrator with a broad understanding of seamen and their particular problems in the medical field, Dr. Wilson already has begun working with the trustees on final establishment of the center.



Wilson

Dr. Wilson's experience includes work in the Medical Department of the US Navy during the war, and he has served as director of the Public Health Service hospitals at Staten Island, Baltimore and New Orleans. Familiar to Seafarers, he was medical officer at the now-closed Manhattan Beach (NY) special TB hospital before his service at Staten Island, which ended in 1957 with a shift to New Orleans.

Negotiations for the Pacific District seamen's medical center began some time ago, but the final settlement was delayed by disagreement on the functions and powers to be vested in the center, notably by union insistence that the rights of the seamen would be protected.

Members of the Sailors Union of the Pacific, Marine Firemen's Union and the Marine Cooks & Stewards will be serviced by the new center.

# Rail Labor Total Dives - Execs Up

WASHINGTON—While the railroads have slashed rail worker employment to the lowest point since 1889, the number of executives receiving more than \$25,000 a year has steadily increased, according to two reports just issued by the Interstate Commerce Commission.

Total employment on all railroads now stands at 730,617, about 14,300 less than a year ago. In 1962 as a whole, the rails cut their labor forces by 17,000, on top of a 62,000 slash in 1961 and a staggering 500,000 job slaughter over the past ten years.

Employment is at the lowest mark since the ICC started keeping records on rail jobs back in 1889.

In the current reports, the ICC set the number of executives drawing over \$25,000 a year at 635. This is an increase from 607 in 1961 and 585 in 1959.

The average salary of the 635 executives was \$40,187 in 1962. Twelve of them are earning salaries of \$100,000 or more.

Most of them also received "other compensation" in addition to their salaries. Highest paid was the president of the Union Pacific Railroad, who received a salary of \$145,000.

# What's New?



Copy of the LOG posted in handy rack provides a quick fill-in for Seafarer J. W. McNellage on the latest news about shipping and the SIU. The scene was pictured recently at the Mobile SIU hall.

# SOCIAL SECURITY REPORT

Joseph Volpian, Social Security Director



# One More Reason For 'Medicare'

The failure of Congress to pass a medicare program left a Milwaukee woman destitute when confronted with \$1,737.15 in medical bills following her husband's death after an illness of 24 hours. This almost-unbelievable story came to light after Mrs. Theresa O'Connor Schultz wrote to Rep. Henry S. Reuss (D-Wis.), seeking help and the story was publicized by the "Milwaukee Labor Press."

Mrs. Schultz, 66, lost her husband, Peter, last April 5. He became ill on April 4 and spent 22 hours in the hospital before his death. During these hours he underwent a heart operation. Peter Schultz was 67 and had recently been refused medical or hospitalization insurance by the Blue Cross and two other private companies.

Shortly after his death, Mrs. Schultz was presented with bills totaling \$1,737.15—\$545 for one doctor, \$123 for another doctor, \$105 for the anesthetist, \$21 for a nurse, \$38 to the Clinic of Internal Medicine and \$907.15 including \$405 for blood for St. Michael's Hospital.

Reuss sent out a call to members of the Democratic party and organized labor for help in reducing the staggering bill for blood. A group joined Reuss to give a pint of blood each at the blood bank. The rules of the blood bank allow a reduction of the hospital bill through replacement of blood.

Reuss said: "This (reduction of the bill for blood) will help some, but Mrs. Schultz was left only a small amount to supplement her Social Security payment. At 66, she expects to encounter difficulty in getting a job. So I feel badly that we're not able to do more to help her through this tough situation."

### Case Is Common

"Unfortunately, Mrs. Schultz's case is by no means unusual. It highlights once again the acute need for a program so that all Americans can have the advantages of modern medical wonders in their old age without impoverishing themselves or their families. Every other civilized country has

taken care of this problem years ago.

"The accumulation of \$1,737.15 of debt in less than one day would be as back-breaking for the vast majority of American families as it was for Mrs. Schultz. Cases like that of Mrs. Schultz—and dozens are brought to my attention—make me even more determined to fight for a decent well-thought-out system of medicare."

The "Labor Press" quoted a Milwaukee labor official as saying: "This case is an unanswerable argument for the enactment of the King-Anderson bill now before Congress. This bill would provide medical care for the aged and would prevent such financial tragedies as in this case."

"It is hard to understand just how such a high medical bill could be accumulated in one day and one can only surmise what the total would have been had Mr. Schultz lived for several more days.

"It is easy to see how a small insurance policy and life savings of an older couple can be wiped out overnight. This is not mere speculation but can be an absolute certainty, as shown in this case.

"We cannot understand how the medical profession, sworn as it is to the principle of aiding humanity, can oppose legislation such as the medicare bill."

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

# SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



# Safety Means Using Your Head

A ship can be a safe place to spend your working hours or it can be one of the most dangerous places in the world, depending on how you go about your shipboard labors. Safety, in all shipboard departments, depends on how much and how carefully you use your head and how much care you take in going about your business.

For the deck gang, working over the side or in unprotected and hazardous positions aloft can cause trouble, so what precautions should be taken?

The primary precaution applicable during such work is the use of safety belts or safety lines which allow for a minimum of slack. These lines should always be made fast, independent of the staging. It is important to remember that for maximum safety, the safety belt should be put on before going over the side or aloft, as a slip might occur at any time and safety precautions can't wait.

It follows then that the safety belt should not be removed until you are safely back on deck once more. The process of getting to and from the actual work area can involve as many dangers as the work itself.



In any department, a Seafarer's hands are his most important possessions and deserve the most careful precautions to keep them safe.

Preventing hand injuries often boils down to a matter of maintaining the proper clearance while carrying objects through doorways, around obstacles, etc., or while operating equipment such as opening or closing valves aboard ship. Doorways are a particular hazard in this matter.

When opening a watertight door, or any other type of door, hold onto it until it is secured. Always be sure to hold on in such a way that the door cannot slam shut on your hand if the ship should roll suddenly. When carrying bulky items through doorways, make sure you don't smash your fingers between the item you are carrying and the sharp edge of the doorway. This is a frequent source of painful mishaps.

About the best safety advice anyone can give is contained in a poem printed recently in a publication called "Safety Review," titled "The Trouble With Safety Is People." It goes like this:

"It's not the wrench that slips and strikes  
"Or the circuit you thought was dead;  
"It's not the machine that grabs your hand  
"Or the stairs with the slippery tread;  
"It's not the hole that you fall in,  
"So please don't be misled;  
"The thing that causes the accident is YOU  
"Not using your head."

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

# Alaska Fish Union Asks Japan Curb

SEATTLE—In a speech before the Chamber of Commerce here, SIUNA Vice-President George Johansen, who is secretary-treasurer of the Alaska Fishermen's Union, scored the existing treaty between the US and Japan on fishing regulations in the Pacific.

Speaking to the group on possible revisions of the treaty, Johansen pointed to several loopholes in the present pact which allowed the Japanese to exploit the halibut, salmon and herring stocks which have been protected by US laws.

"Unfortunately, the language in the treaty was ambiguous in some respects and thus allowed the Japanese to place different interpretations on certain sections," Johansen charged.

### Protection One-Sided

After the US rebuilt the Japanese fleet following World War II, Johansen said, the US, Japan and Canada joined in the treaty. The treaty allowed the Japanese to deplete great numbers of the fish which the US and Canada intentionally allowed to escape in order to preserve the species for the future.

"Due to different interpretations placed on the treaty, it was not possible for the United States and Canada to fully protect salmon stocks of North American origin," he said. It was particularly true, Johansen continued, of the Bristol Bay salmon, which the Japanese have taken by the millions west of the provisional line sent up by the treaty.

Johansen called for sacrifices by both the US and Japan. "We are not asking for any sacrifices on the part of the Japanese, which we ourselves are not willing to carry out," Johansen told the group.

### Future Benefits

He said that the necessary sacrifices of limiting the catch of both the Japanese and American fleets would not only be of future benefit to us, but would also protect the future of the Japanese, who depend much more on their fishing industry for their livelihood than does the US.

He pointed out that only 20 percent of Japanese soil is tillable, and that, other than their imports, fishing provides the only means for Japan to obtain enough food for its growing population.

# Shelter Supplies For Puerto Rico



Trailer loaded with first emergency civil defense fallout shelter supplies for Puerto Rico is hoisted aboard Sea-Land's Gateway City for shipment to San Juan. Eight trailers were shipped recently from Brooklyn Army Terminal. Supplies for 264,000 public fallout shelter spaces in 600 buildings will be moving to the island in the coming months.

### Ask Revival Of Titanic Inquiry

LONDON—For Leslie Harrison, general secretary of the Mercantile Marine Service Association here, the clearing of Capt. Stanley Lord's name has become a crusade. Lord was the master of the ship Californian whose course was near that of the Titanic on April 15, 1912—the night the "unsinkable" luxury liner struck an iceberg and went down.

Harrison thinks he has some new facts on the hearing held in 1912 which branded Lord as a ship's master who either steamed away from a fellow ship in distress or as one of gross incompetence. Lord died in February, 1962, believing to the end that his name would somehow be cleared.

Lord had testified at the original hearing that he had no knowledge of the Titanic's distress at that time. Now, Harrison says, he has uncovered the presence of the Norwegian sealing vessel Samson a scant ten miles from the Titanic. The discovery came two months after Lord's death last year.

Heinrich Naess, first officer of the Samson, reported privately to the Norwegian consul in Iceland that he had seen the flares and lights, but thought they were warning the Samson that she was violating territorial waters. Hence, Naess said, he turned and steamed away.

Harrison contends that the ship the survivors of the Titanic said they saw steam away was the Samson and not the Californian. The Ministry of Transport has steadfastly refused to re-open the hearings on the Titanic, which sank with a loss of 1,517 lives on its maiden voyage to the US.

## Delta Line Maps Latin Trade Run

NEW ORLEANS—Delta Line's SIU-manned passenger ship Del Sud will reportedly be turned into a floating trade fair next May, to bring samples and exhibits of various Mississippi Valley industries into ports along its route to Brazil, Uruguay and Argentina.

The idea of the ocean-going trade fair will stimulate interest in American goods among the South Americans. Although a relatively new scheme, the mobile trade exhibits have been catching on since they were started recently by the Japanese.

Plans are to have the Del Sud stop at various ports along its route to the East Coast of South America, where exhibits and displays will be set up in pier areas to advertise American wares. Delta

has indicated it will not make any charge for the freight costs and will offer a reduced rate for passengers.

Interest in the sea-going trade promotions grew after the Sakuru Maru, a vessel jointly operated by the Japanese government and private industry, returned to Kobe from a four-month trip to Africa and the Middle East. The specially-built vessel came home with contracts for \$15 million in Japanese goods.

A plan by Japanese interests to charter an old American stern-wheeler for a floating trade show on US waterways has run into a storm of opposition, however. The Japanese government has sought to take over the 1914-vintage Belle of Louisiana as a show vessel in ports along the waters of the Ohio and Mississippi Rivers.

Labor and business groups have objected to the planned promotion for Japanese products because of its possible affect on jobs and sales of US-made goods.

At least three ship fairs are announced for early next year in addition to the one by Delta Line.

## 5 SIU Oldtimers Retired

Another group of oldtimers has been named to receive monthly pension checks of \$150 for life by the joint panel of SIU-shipowner trustees for the Union's retirement program. Of the five Seafarers named, four went on disability pensions because they are no longer able to work, and the fifth retired on a normal pension.

The new list brings the number of veteran Seafarers retired this year to 98. In addition to Jose Collados, 65, who went on a normal pension, the list includes: Natale Favaloro, 62; Joseph W. Taylor, 48; William Vidal, 65 and Eduardo S. Toro, 53.

Collados began sailing with SIU in 1941 in the steward department. At the time of his retirement, the Spanish-born seaman held the ratings of chief cook and steward. Last signing off the Detroit (Sea-Land), Collados will make his retirement home in San Juan, Puerto Rico, with his wife, Francisca.

Favaloro has been living at home with his wife Josie in New Orleans, after having signed off his last ship, the Del Campo (Delta). His last trip wound up a career with the SIU dating back to 1950. He is a Louisiana native who sailed in the steward department.

A deckhand aboard SIU ships since 1941, Taylor is retiring in Pennsylvania with his wife, Ann. He is a native of Kentucky and

A native of Puerto Rico, Toro home is in the Bronx, NY, with shipped in the black gang. His wife, Luz Maria.



First check to mark start of new pension is received by Seafarer William Vidal (right) from SIU welfare rep. John Dwyer at headquarters. Vidal, 65, has shipped with the SIU in the steward department since 1942.

### SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

### Norwegians Try Pre-Cooked Meals

Norwegian seamen will be getting pre-cooked, deep-frozen meals aboard ship in the future as the result of an experiment conducted aboard six Norwegian vessels by a British catering firm.

The innovation in shipboard feeding was reported recently in the "International Transportworkers Federation Journal." If it works out, the new feeding method will cut down considerably on the workload of the steward departments aboard Norwegian ships.

The ITF Journal reports that a test of the new technique was carried out recently at an Oslo, Nor-

way, hotel, at which representatives of the Norwegian Seamen's Union, the shipowners and of the Norwegian shipping authorities were invited to try out the pre-cooked dishes.

The pre-cooked deep-frozen shipboard diet consists of different menus for 28 days. Each day's menu consists of hot midday and evening meals. Breakfast, however, will still be prepared each day aboard ship by the steward department.

The total of 56 different menus was reportedly decided on after a long study of the normal diet on board Norwegian vessels. It is said to provide enough mealtime variety so the crews will not become bored

with the food. The meals themselves are also planned to be somewhat larger than normal shoreside portions, taking account of seamen's appetites.

The dishes are to be prepared under the control and supervision of the head of the Oslo College of Cookery, and distribution is planned in all large ports throughout the world. Normal portions of the deep-frozen menus contain soups and desserts as well as main dishes.

The problem of staffing hotel and restaurant "galley" ashore is still plaguing US hotel and restaurant men, according to an article in the "Wall Street Journal."

Just as the quality of its steward department has a lot to do with the reputation a ship has among seamen, among hotel men it's a maxim that "the quality of the food makes the reputation of the hotel." The lack of first-class chefs is hurting US quality hotels where the pain is felt most seriously—on corporate balance sheets.

This problem was described in some detail last April in the LOG. At that time it was pointed out that a training course for shoreside chefs has been instituted in Dallas, Texas, which is very similar in intent and operation to the SIU steward department training school, the food program and upgrading training, which have successfully brought about improved feeding aboard SIU ships.

Some hotel owners are now reportedly opening their own chef schools to help improve shoreside feeding. In effect, they are adopting, more and more, the methods pioneered by the SIU and its operators to improve shipboard feeding and service.

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



Collados



Favaloro



Taylor



Toro

last shipped on the Steel Recorder (Isthmian).

Vidal, a native of Spain, will live with his wife, Mathilde in Brooklyn, NY. His last ship was the Seatrain Savannah, on which he finished 21 years sailing with SIU in the steward department.

The Alcoa Polaris was Toro's last ship, ending a career aboard SIU ships that goes back to 1938.

### SIU Meeting Group In 'Frisco



Group gathered before the start of last month's informational meeting for Seafarers in San Francisco includes (l-r) Seafarers Bill Frezza, Thomas Self, W. Strike, Jr., Herb Knowles, Tom Delaney and SIU West Coast rep. E. B. McAuley. Meetings are held for Seafarers in West Coast ports each month. The meeting schedule is on Page 15.



Action in the marketplace offers a method for trade unionists to assist each other in their campaign for decent wages and better conditions.

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor." (This listing carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

Eastern Air Lines  
(Flight Engineers)

H. I. Siegel  
"HIS" brand men's clothes  
(Amalgamated Clothing Workers)

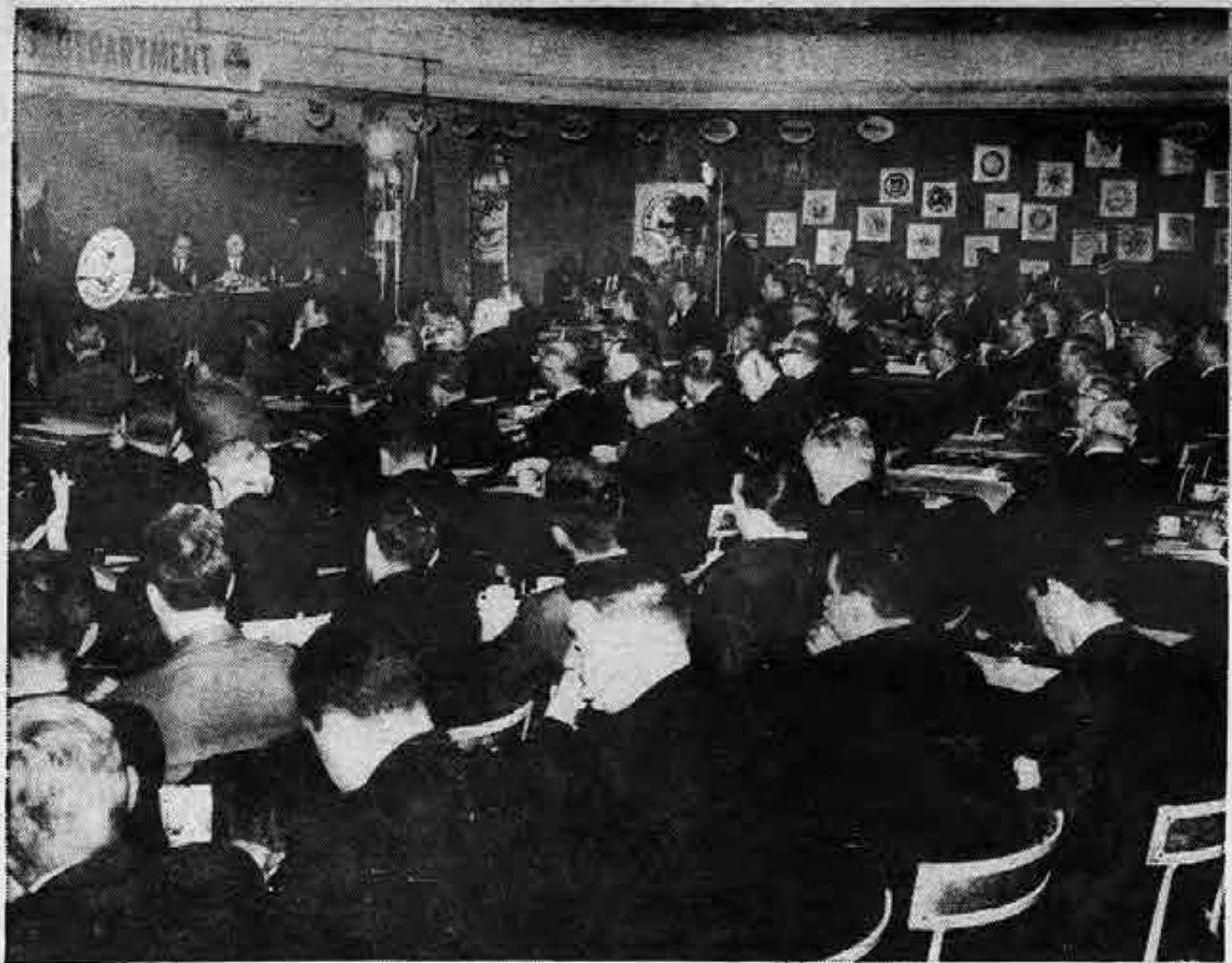
"Judy Bond" Blouses  
(Int'l Ladies Garment Workers)

Sears, Roebuck Company  
Retail stores & products  
(Retail Clerks)

Stitzel-Weller Distilleries  
"Old Fitzgerald," "Old Elk"  
"Cabin Still," "W. L. Weller"  
Bourbon whiskeys  
(Distillery Workers)

J. R. Simplot Potato Co.  
Frozen potato products  
(Grain Millers)

Kingsport Press  
"World Book," "Childcraft"  
(Printing Pressmen)  
(Typographers, Bookbinders)  
(Machinists, Stereotypers)



Acting on a wide range of issues affecting maritime and related industries, the AFL-CIO Maritime Trades Department, including the SIU and 28 other member unions, concluded its fifth biennial convention in New York on November 13.

In adopting its program, MTD convention delegates heard addresses by a number of Government, industry and labor speakers from many areas, who set forth the need for joint action on maritime and general labor problems. Job issues in a period of rising national unemployment set the keynote for the MTD gathering, held in advance of the regular AFL-CIO convention.

Pictured here are some of the delegates, speakers and guests who participated in the 1963 convention.

# 1963 MTD CONVENTION



Pres. Norman Zukowsky and Vice-Pres. Philip Lubliner and Charles Feinstein of the Leather Goods Workers.



Longshoremen's trio included Pres. Thomas Gleason and Vice-Pres. Clarence Henry, with Chuck Connors of New York ILA.



Top: R. Moore of US Med. Service, MTD Vice-Pres. J. McDonald; Carpenters' W. Johnson, R. Livingston, with S. Leslie. Below: Sheet Metal Wrkrs.' E. J. Carlough, MTD Sec. P. McGavin; McDonald, Distillers' Pres. M. Brandenburg.



AFL-CIO Pres. George Meany hits union curbs.



A. F. Young of Boilermakers gives a committee report.



NY Marine Comm. Leo Brown offers greeting.



Brooklyn Cong. Hugh Carey waits turn to speak.



Union Label Dept. Pres. Joe Lewis at rostrum.

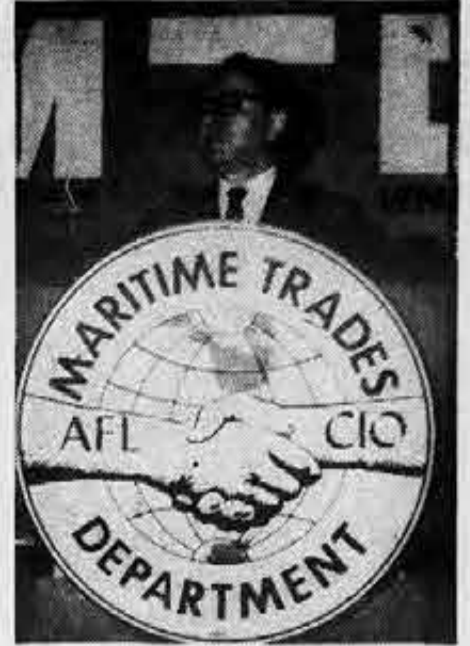




Attentive to proceedings, delegation from United Brotherhood of Carpenters is pictured in foreground of larger group.



Haruo Wada, gen. sec. of the Japanese Trades Union Congress (left), addresses delegates with aid of interpreter.



Pres. G. Baldanzi of Textile Workers presented flag.



NY Port Council Pres. Anthony Scotto (right) presents gavel to MTD Pres. Paul Hall after opening convention.



ILA Vice-Pres. George Dixon takes notes as Pres. Thomas Gleason, Vice-Pres. Dave Connors listen to speaker.



Shipbuilders' Council Pres. E. Hood proposed ship plan.



Rep. L. Farbstein of NY was Congressional visitor.



NY State AFL-CIO Pres. Ray Corbett gives greeting.



SIUNA Vice-Pres. Morris Weisberger, Steve Leslie of Operating Engineers and Canada SIU Pres. Hal Banks meet on floor.



US Labor Sec. W. Willard Wirtz outlined policies.



Public works plan was cited by NY Cong. C. Buckley.



Gen. Sec. Omer Becu, ICFTU, an overseas visitor.



Cong. Joseph Delaney of NY hits the deck.



Pres. Peter T. Scheomann was Plumbers' delegate.



US Sen. Jacob Javits of NY discussed trade problems.

# Ship Nurses Get A Topside Rating

WASHINGTON—For the first time in US maritime history, women aboard ship can be registered as staff officers in the merchant marine. Proposals that originated at the start of the present Congress to have professional nurses carried on a ship's roster as staff officers have been written into law.

There was no recorded opposition to the bills in Congress. The House version was adopted last July and the parallel Senate bill passed in September.

A Senate report on the proposal said that "statutory registry of professional nurses as staff officers would reflect the recognition as professional people accorded registered nurses in the medical profession and in the various Government defense services, the Public Health Service, etc."

A hearing witness estimated there are about 20 professional nurses on both the East and West Coasts available for ship duties. He said there are about 70 on call and a total of 200-300 ready to come back to sea when and as needed.

The law is apparently an outgrowth of the Coast Guard's job re-classification program and study of the various categories of work in the maritime industry. In 1939, legislation was enacted to provide for the registry of pursers and surgeons as staff officers, but the distaff side was disregarded in the bill.

The SIUNA pursers' union, the Staff Officers' Association, has indicated plans to organize professional nurses in all Atlantic and

Gulf passenger ship fleets. There are no lady officers on US merchant ships today in any ship-board department, although many women do serve in the steward department as stewardesses, waitresses and beauticians.

Failure to adopt the proposed law would have left nurses in the general classification of steward department personnel.

Under the new legislation, applicants for registry will not be required to take an examination to qualify, but would have to furnish the Coast Guard with proofs of experience, minimum periods of service, citizenship, good character, etc., as well as a valid license issued by any state or territory.



MTD picket joins with Ward striker at one of the store locations struck by company's workers. Seafarers and members of other unions took part in labor protest.

# Detroit Labor Aid Spurs Ward Clerks' Strike Win

DETROIT—Workers at six Montgomery Ward stores in this area returned to work early this month following a 49-day strike to win basic improvements in hourly pay rates plus union security provisions. Members of Retail Store Employees Local 876 ratified the strike settlement by a vote of 442-46.

A new four-year pact calls for immediate wage increases covering both part-time and regular employees, many of whom had been receiving less than the \$1.25 minimum wage. Guarantees for commission employees have also been raised.

The contract provides for time and a half pay for scheduled Sunday work and double time when overtime work is unscheduled. The striking workers were reinstated with all welfare and job security rights protected. Some 1,200 workers at six Montgomery Ward stores were involved.

Unions in the area, including the SIU and the Maritime Trades Department, joined in supporting the strikers and in publicizing a consumer boycott of the struck stores during the lengthy dispute.

Contract talks in Chicago, which ended in the new contract, drew to completion at the same time that the National Labor Relations Board formally charged the company with violations of the Taft-Hartley Act against the Retail Clerks in a complaint involving a number of Ward locations throughout the country.

Company representatives and agents were said to have exercised coercion through speeches and

other statements with the object of undermining local unions at the stores. Pending a final decision after hearings, the NLRB has dismissed the decertification petitions encouraged by Ward.

## DIGEST OF SIU MEMBERSHIP MEETINGS

PHILADELPHIA, October 8—Chairman, Frank Drozak; Secretary, Charles Stansbury; Reading Clerk, Steven Zubovich. All minutes of previous port meetings accepted. Port Agent's report on shipping, sugar workers' strike, blood bank, and hotel workers and retail clerks' beef was accepted. Reports of the President and Secretary-Treasurer for September accepted. Quarterly financial committee's report accepted. Auditor's reports accepted. Total present: 56.

BALTIMORE, October 9—Chairman, Rex E. Dickey; Secretary, Thomas Pensi; Reading Clerk, Tony Kostina. Minutes of previous meetings in all ports were accepted. Port Agent's report on shipping, trainings, sugar workers' strike, blood bank and organizing was accepted. President's and Secretary-Treasurer's reports for September accepted. Quarterly financial committee's report accepted. Meeting excuses accepted. Auditor's reports accepted. Total present: 220.

HOUSTON, October 14—Chairman, Lindsey Williams; Secretary, Paul Drozak; Reading Clerk, Tom Gould. Minutes of previous meetings in all ports accepted. Port Agent's report on shipping, organizing and money due various members was accepted. President's and Secretary-Treasurer's reports for September were carried unanimously. Quarterly financial committee's report accepted. Auditor's reports presented and accepted. Total present: 340.

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

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## SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

### Diabetes Detection For The Family

Last week was designated "Diabetes Detection Week" by the American Diabetic Association. Throughout this period, affiliates of the Association participated in publicity through newspapers, radio and television to urge people to have a diabetes test. Although the one-week campaign is ended, the job of fighting this disease goes on 52 weeks a year.

Diabetes does not produce symptoms until it has progressed to an advanced stage. The early, pre-symptomatic stage may cover several years, and is characterized only by a limitation in the amount of carbohydrates (sugar) that can be consumed and disposed of without an increase in the blood sugar above the normal level.

In this early stage a simple restriction of carbohydrates intake and weight control may be sufficient to protect the vulnerable function against further deterioration and prevent progression of the disease. Unfortunately, diabetes is detected at this early stage only by finding an abnormally high blood sugar after a high carbohydrate diet. Glycosuria, or sugar in the urine, may be absent in this early stage, especially after middle life.

For the above reasons diabetes may not be discovered in this early stage where it can most easily be treated and controlled. Early diabetes will not be found unless looked for and many of the pre-clinical diabetics are not discovered until the disease is far advanced.

Not only during Diabetic Week but throughout the year this program should be pursued. This is especially important to persons who are overweight, who have diabetes in their family or, who are habitual overeaters.

The test is simple: It requires only a single blood sample taken one hour after a meal supplying about 100 grams of mixed carbohydrates.

This is what you do. Have a breakfast of eight ounces of orange juice, a portion of a cereal with sugar and milk or cream, three slices of bread or toast, and coffee with a teaspoonful of sugar. Report to the clinic for the blood sample one hour after breakfast.

A blood sugar following this meal of 150 mg% is considered abnormal; between 130-150 are suspect and should be repeated and followed up by retesting at intervals, observation, attention to diet habits and stresses that affect carbohydrate tolerance.

It is essential for proper evaluation of blood sugar findings for one to be specific about the type of food, amount of food, and the time food was consumed. Otherwise a normal blood sugar report is of little value.

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

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

By Sidney Margolis

### December Buying Calendar: Good Gift Ideas Are Cheaper

When you shop for Christmas gifts this December, you will find two trends: Many of the more staple and useful gift ideas actually cost less this year. But many of the commercial novelty toys are more expensive, war-like and violent than ever, and the biggest potential waste of a working family's money yet observed.

The big toy manufacturers (such as Remco, Mattel, Ideal and Marx) have outdone themselves this year with high-priced war toys and pseudo-electronic playthings. The horror and war themes even have invaded such innocent children's playthings as art materials, with a new "House of Horrors" paint-by-number kit, including Dracula, and a "Combat" painting set with pictures of bayonet-wielding soldiers which advertises, "Watch your little boy's eyes sparkle..."

It's also interesting to see how many of the toy US Air Force bombers that drop bombs on tanks that explode, are made in Japan. The Japanese manufacturers even provide extra bombs if the American bomber misses the first time.

In guns, the manufacturers have gone far beyond the toy rifles of yesterday's kids. This year they offer missile-firing cannon; rapid-fire rat-a-tat machine guns powered by batteries, paratrooper outfits with shell-ejecting burp guns and hand grenades, and jungle combat outfits with bazooka guns that lob rockets.

Besides the questionable educational value of such toys and their high cost (a missile-firing toy cannon can cost \$12 and more), they have short-lived play interest. Since their chief appeal is novelty and noise, children soon tire of them. Many of today's battery-powered "action" toys really are manufactured for television selling, since they can be made to look realistic on TV. Actually, they do not always perform by "voice command" in quite the way television commercials have shown. The Federal Trade Commission last year cited several of the big toy manufacturers for exaggerated TV commercials.

More constructively, many gift items of enduring value are available this year at no more cost than that of the battery-powered action toys. Some now cost even less than last year. Especially notable

are reductions on cameras and some sharp price cuts on bicycles this year.

The fixed-focus box cameras, which are very simple to use, are available for as little as \$5 this year, including even flash-holders. Even box cameras with adjustable lens openings and adjustable focusing for taking pictures from a distance, are available for as little as \$12 to \$15.

Record-players, both stereo and the simpler monaural type suitable for children, have been reduced and improved in quality.

Prices of the popular miniature dolls also have been reduced slightly by some sellers this year.

Tags on popular apparel gift items in general remain low this year, and some of the styles have been improved.

Keep in mind that there is actually no need to "shop early," unless you need to mail gifts. Retailers usually do some of their sharpest price-cutting on toys and other gift items starting in mid-December.

Here are tips on other December buying opportunities:

**SNOW TIRES:** These are becoming big sellers. They are simpler to use now that extra wheels are available for most models of cars at a cost, usually of \$6 to \$12 per wheel. Thus you need merely change the entire wheel when the seasons change. Nor are snow tires necessarily an added expense, except for the one-time purchase of extra wheels. The life of your regular tires is conserved while your snow tires are in use.

But beware of ads for "bargain" snow tires with narrow width and shallow tread. Look for a heavy, wide tire with a deep tread which provides better traction in snow as well as longer wear. The chief advantage of snow tires is in snow or mud. For ice and slick, hard-packed snow you still need chains.

**FOOD BUYING CALENDAR:** Your food bill can be relatively reasonable this month if you watch for the specials on meat and poultry. Beef, pork and turkey all are in seasonal heavy supply. Beef especially is the buy. Among popular cuts stores are featuring at special prices are chuck and round roasts, pork loin roast, fresh hams and rump roasts of veal.

# COPE REPORT



## AFL-CIO COMMITTEE ON POLITICAL EDUCATION

**HALLOWEEN HAIR-RAISER.** The kids were out in their costumes, and a few witches on broom-sticks may have been seen silhouetted against the moon, but the real hog-goblins Halloween night were the 150 percent, super-duper patriots of the John Birch Society. They played tricks on little kids who expected treats. Even Halloween, you see, is part of the "Red Plot" in the mixed-up reasoning of JBS boss Robert Welch.

Accordingly, Welch in the JBS magazine issued a directive to members. If your homes are invaded Halloween night by kids out trick-or-treating for UNICEF—the United Nations International Children's Emergency Fund—Welch told members, instead of the penny they are asking, hand the kids a printed blast at the UN. Somehow, the Birchers got wind of the fact there are Communists in the UN who participate in UNICEF. They have made it a target of bitter attack for years.

They seem to be ignorant of the fact only a tiny part of UNICEF aid goes to Communist nations. They seem unaware, too, that whatever nation receives such aid, it is in the form of milk, food and medicine for undernourished little kids—or they don't care. Ironically, one of the big boosters of UNICEF is conservative former Rep. Walter Judd (R-Minn.), himself popular with the rightist crowd. Judd introduced legislation years ago to provide American aid for UNICEF.



**1964 REGISTRATION DRIVE.** A five-cent per member voluntary assessment has been approved by the AFL-CIO Executive Council to finance an all-out register-and-vote campaign for the 1964 elections. The non-partisan drive will concentrate on major industrial states. Its goal: to increase registration and voting performance of union members.

AFL-CIO President George Meany announced non-partisan registration drives will become a permanent program of the labor movement.



**END OF POLL TAX IN SIGHT.** The death knell of the poll tax—that ancient and dishonorable device for restricting voting—may sound in time for the 1964 elections. So far, 36 state legislatures have ratified the proposed amendment to outlaw the poll tax, still imposed as a requirement for voting in Virginia, Texas, Mississippi, Alabama and Arkansas. Of the state legislatures convening next year, those considered possibilities to approve the amendment banning the poll tax in Federal elections are South Dakota and Arizona. The amendment will become effective immediately after the 38th state ratifies.

# LABOR ROUND-UP

The Textile Workers Union of America said it "welcomes" an announcement by leading Southern textile manufacturers of a forthcoming wage boost for production workers, but warned that even if all workers get raises textile wages in the South still will lag some \$30 a week below average pay in other manufacturing industries. The warmth of the union's reaction to the reported raises, said the TWUA, will depend on how the companies carry out their announced intentions. At the time of the last increase announcement, many employers either undercut the published figure or failed to give any raise at all.



A Presidential emergency board has recommended a gradual cut in the workmonth for members of the Sleeping Car Porters, coupled with a retroactive hourly pay raise. Proposed job stabilization guarantees were rejected by the board, however. Porters presently work a basic 205-hour month and are paid at straight-time rates for up to 35 hours of overtime before receiving time-and-one-half premium pay. Under the board's recommendation, the workmonth would drop by gradual steps to 180 hours, beginning with an initial cut to 195 hours. Overtime rates would apply after ten hours of straight-time overtime.



An order restraining a runaway garment firm from committing unfair labor practices against employees who have joined the International Ladies Garment Workers Union has been issued in New Bern, NC, by a Federal judge. The court order bars the company from recognizing a company union, spying on ILGWU meetings and threatening pro-ILG workers with

reprisals. The firm originally had a plant in Philadelphia, but went South in 1959, violating an agreement to open a new plant only if its Philadelphia location was working full force.



Merger talks between the International Chemical Workers Union and the Oil, Chemical & Atomic Workers have been launched in joint meetings between six-man committees representing members of each union. The two AFL-CIO affiliates are seeking a means to consolidate within a single structure covering major parts of the oil and chemical industry. Further meetings are to be held on a specific method of unification.



The tinkle of silver dollars helped Local 83 of the Boilermakers at Boone, Iowa, win a strike against the Quinn Wire and Iron Works. The strikers received their strike benefits in silver dollars. Once the dollars began circulating in the town, community-wide support was drummed up by merchants and others to get negotiations started again as a means to end a five-month-strike. A settlement was reached after two tons of silver dollars had been distributed in union strike benefits.



Struck by the Communications Workers of America, the General Telephone Company in Los Angeles has found out that it unintentionally contributed to the local union's strike fund. The company had offered a \$25 reward to anyone caught cutting phone cables. Two pickets pounced on a man chopping wires in a street telephone booth, so the company had to fork over \$25. The money went into the strike fund.

# 'A Scab Is A Scab!'



Some barbed comments about strikebreakers and scabs are often ascribed to Jack London, a world-noted author, adventurer and seaman in his own right, who died in 1916. London is once said to have likened the strikebreaking breed to something a degree or two lower on the ground than the rattlesnake, and as a lot more evil and dangerous.

Nothing in the years that have followed has changed this image of a strikebreaker, and surely nothing will.

No matter what motives are attached to scab actions, and the occasional effort to shroud them with some form of respectability, the foul taste still remains.

**Strikebreaking:** "The practice of attempting to or of succeeding in terminating or to render a strike ineffective against the will of the majority of striking employees. Strikebreaking may involve the use of violence in breaking through picketlines, in hiring SCAB LABOR, in arousing public and government opinion against the strike, and in hiring LABOR SPIES to break the strike from the inside by promoting internal dissension among the union members or striking workers."

Ironically, such is the definition of "strikebreaking" offered in a "Labor Dictionary" which was compiled some years ago in Canada by P. H. Casselman, professor of industrial relations at the University of Ottawa, and published in New York.

Virtually all of the elements cited in the professor's definition of strikebreaking have their parallel in the long-standing contract dispute between the Seafarers International Union of Canada and Upper Lakes Shipping Ltd.

In 1962, Upper Lakes arbitrarily broke a ten-year collective bargaining relationship with the SIU and signed a "sweetheart" agreement with the Canadian Maritime Union established by the Canadian Labor Congress. The company then locked out some

300 Canadian Seafarers from their jobs and replaced them with crews recruited through the CMU.

The strikebreaking apparatus was completed when the government of Canada was led to name a commission of inquiry into the dispute. The one-man commission proceeded to sweep aside the legitimate trade union dispute and, in its place, concentrated an attack on the union.

Inevitably, as an outgrowth of the commission's recommendations, a government trusteeship was imposed on all maritime unions in Canada last month.

The implication of this pattern of events for seamen and all workers is sharply defined from the standpoint of the trade union movement. Canada, and Canadian labor organizations, on behalf of a Canadian employer, have engaged in scabbing and strikebreaking operations for the express purpose of destroying one union—the SIU of Canada.

The fact that there is American ownership of the Canadian company, and that the Canada SIU is linked to the SIU in the United States is not at issue. The issue, purely and simply, is strikebreaking.

Thus, in denouncing the strikebreaking maneuvers and the Canadian government's curb on maritime unions, AFL-CIO President George Meany expressed the revulsion of the entire labor movement over what has transpired.

Speaking to delegates from the MTD's 29 member unions at the convention of the Maritime Trades Department two weeks ago, Meany made the trade union position stand out:

"The cardinal principle of the trade union movement," he declared, "is that it is free, it is controlled by its membership, it is not controlled by any outsiders."

"As far as I am concerned" Meany added, "a strikebreaker is a strikebreaker, a scab is a scab, and it doesn't change it by putting a union label on it."

# SIU ARRIVALS and DEPARTURES

# SEAFARERS in DRYDOCK

All hospitalized Seafarers would appreciate mail and visits whenever possible. The following is the latest available list of SIU men in the hospital:

All of the following SIU families have received maternity benefits from the Seafarers Welfare Plan, plus a \$25 bond from the Union in the baby's name:

Randall Waynes Bigby, born August 30, 1963, to Seafarer and Mrs. Bill Bigby, Houston, Texas.

James D. Winstor, born September 1, 1963, to Seafarer and Mrs. James Dillworth Winstor, Jr., New Orleans, La.

Sonny Rex Adams, born September 6, 1963, to Seafarer and Mrs. Lovic E. Adams, Tampa, Fla.

Michael Sumpter, born December 28, 1962, to Seafarer and Mrs. James Sumpter, Slidell, La.

Milo Patrick Bradley, born July 31, 1963, to Seafarer and Mrs. Kevin L. Bradley, Wayne, Mich.

Nacy Lynn Flade, born August 20, 1963, to Seafarer and Mrs. Louis Flade, Philadelphia, Pa.

William David Fitzhugh, born August 9, 1963, to Seafarer and Mrs. R. L. Fitzhugh, Arcadia, Mich.

Patrick Benjamin Dennis, born July 23, 1963, to Seafarer and Mrs. Carl V. Dennis, New Orleans, La.

Kevin Paul Frarek, born September 10, 1963, to Seafarer and Mrs. Dennis Frarek, Barrett, Minn.

Robin Williams, born August 18, 1963, to Seafarer and Mrs. Carmond L. Williams, New Orleans, La.

Sharon Trulock, born July 31, to Seafarer and Mrs. M. H. Trulock, Hillside, New Jersey.

Edward Werda, born August 17, 1963, to Seafarer and Mrs. John Werda, Alpena, Mich.

Jean Mladek, born October 12, 1963, to Seafarer and Mrs. Richard J. Mladek, Bronx, New York.

Helen Aquio, born September 26, 1963, to Seafarer and Mrs. Hilario Aquio, San Francisco, Calif.

Timothy Allen Wild, born October 9, 1963, to the late Seafarer and Mrs. Elmer Wild, O'Fallon, Ill.

Curtis Wayne Wilkins, born September 5, 1963, to Seafarer and Mrs. James A. Wilkins, Belhaven, North Carolina.

- USPHS HOSPITAL STATEN ISLAND, NEW YORK
  - John Aba
  - Paul Liotta
  - Corneel Amelheek
  - Dennis Lloyd
  - Francisco Antonetti
  - Millard Locklear
  - Pedro Arellano
  - Anthony Malello
  - John Attaway
  - Josquin Maldonado
  - Thomas Clark
  - Thomas McGurn
  - Dan Covaney
  - William Morris
  - George Daniels
  - George O'Rourke
  - Alfred Deagro
  - Jacques Rion
  - Nicholas Demarco
  - James Rist
  - Well Denny
  - Mohamed Said
  - Charles Ferial
  - Joseph Scully
  - Jose Garcia
  - James Sherlock
  - Edward Garrity
  - James Shiber
  - Theodore Gerber
  - Manuel Silva
  - James Gillian
  - Francisco Sortillo
  - Richard Green
  - Thomas Starford
  - Gunnar Hansen
  - Lester Sturtevant
  - Edwin Harriman
  - Julius Swykert
  - Ralph Hayes
  - Ernest Tatre
  - Ward Hoskins
  - Eladio Torres
  - Walter Karlak
  - Julian Vista
  - William King
  - Ernest Vitou
  - William Leonard
  - Arch Volkerts
  - Sulo Lepisto
  - Arthur Wilfert
  - B. Lerwick
  - Ladislau Ziembska
- USPHS HOSPITAL NEW ORLEANS, LOUISIANA
  - Richard Barnes
  - Ray Miller
  - Robert Adams
  - Leon Morgan
  - John Burchinal
  - Clinton Newcomb
  - Wilbert Burke
  - Alfred Norman
  - Byrd Buzbee
  - Clincy Ordoyno
  - Philip Cajiao
  - Charles Parmar
  - Steve Crawford
  - George Perez
  - Julius Ekman
  - Ralph Piekert
  - Ramose Elliott
  - Junius Quinn, Jr.
  - Anton Evenson
  - Richard Rackley
  - James Finley
  - William Roberts
  - George Flint
  - John Smith
  - Nolan Flowers
  - Aristides Soriano
  - Joseph Fortuna
  - Carlos Spina
  - Eugene Gallaspy
  - Raymond Steele
  - Sanford Gregory
  - Ruffin Thomas
  - Mark Haiselson
  - Franklin St. Mary
  - Seifert Hamilton
  - Raymond Vaughan
  - Herbert Hart
  - James Walker
  - Charles Hooper
  - Leon Webb
  - Ramon Irizany
  - Walter Johnson
  - John McCaslin
  - Foster Juneau
- USPHS HOSPITAL SAVANNAH, GEORGIA
  - Edward Bate
  - D. Rose
  - R. L. Fields
  - Joseph Trawick
  - L. C. Middlebrook
  - J. M. Watkins
  - Gerald Perdomo
- USPHS HOSPITAL BALTIMORE, MARYLAND
  - Harry Acosta
  - James Kendall
  - James Archie
  - Paul Kersey
  - Gorham M. Bowdre
  - George Kontos
  - Leo Broussoul
  - Peter Loasdo
  - William Davis
  - Cecil Manning
  - Freidof Fondila
  - George Marcotte
  - Gorman Glaze
  - Roy Newbury
  - Thomas Gutierrez
  - Enos Ott
  - Nelvin Hamilton
  - Wallace Perry, Jr.
  - John Hannay
  - Bryon Ricketts
  - Harold Hess
  - William Sawyer
  - Harold Jaynes
  - William Sprole
  - Larry Jones
  - George Warren
- MT. WILSON STATE HOSPITAL MOUNT WILSON, MARYLAND
  - Hector Duarte
- USPHS HOSPITAL SEATTLE, WASHINGTON
  - Thomas Connell
  - John Kennedy
  - Wilbur Coutant
  - Fox Lewis, Jr.
  - Henry Davis, Jr.
  - Sixto Lopez
  - Patrick Donovan
  - Richard Shaffner
  - Charles Dyer
- USPHS HOSPITAL BRIGHTON, MASS.
  - Harry Davis
  - Martin Mason
  - Joseph Carey
- USPHS HOSPITAL DETROIT, MICHIGAN
  - Charles Brooks
  - James LaGosh
  - George Bryant
  - Clarence Lenhart
  - Fred Cibak
  - Ejner Nelsen
  - Steve Fortine
  - Anthony Pace
  - James Galloway
  - Otto Pollaczek
  - Robert Gentry
  - Harris Stuckel
  - Denver Hollis
  - Jack Wiley
- USPHS HOSPITAL FORT WORTH, TEXAS
  - Gerald Algerson
  - Thomas Leahy
  - Colon Boutwell
  - Billy Lynn
  - Benjamin Delber
  - Samuel Mills
  - Adrian Duracher
  - Max Olson
  - Abe Gordon
  - Willie Young
- SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK
  - Daniel Gorman
  - Thomas Isaacs
  - Alberto Gutierrez
  - William Kenny
- USPHS HOSPITAL MEMPHIS, TENNESSEE
  - James McGee
- PINE CREST HAVEN COVINGTON, LOUISIANA
  - Frank Martin
- US SOLDIERS' HOME WASHINGTON, DC
  - William Thomson

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan (any apparent delay in payment of claims is normally due to late filing, lack of beneficiary card or necessary litigation for the disposition of estates):

Jefferson D. Brigham, 56: A heart attack was fatal to Brother Brigham on September 19, 1963 in San Diego, Calif. He had been sailing in the steward department since 1945. He is survived by a sister, Mrs. Gertie Bunch, of San Francisco, Calif. Burial was in the Oakwood Cemetery, Santa Cruz, Calif.

William Lynn Dunnam, 26: Brother Dunnam died of injuries he received in an automobile accident near Neely, Miss., on March 15, 1963. He had shipped since 1962 with the SIU in the engine department. There were no survivors listed. Place of burial was the Neely Cemetery, Greene County, Miss.

Michael J. Kennedy, 75: The USPHS Hospital on Staten Island, NY, was where Brother Kennedy died of natural causes on November 22, 1960. He sailed in the engine department since 1947. He is survived by a daughter, Mrs. Steffy Eschbach, of Brooklyn, NY. Place of burial was the Rose Hill Cemetery, Linden, New Jersey.

Emelio S. Lerma, 59: Cancer was fatal to Brother Lerma in the USPHS Hospital, Galveston, Texas, on March 5, 1963. Shipping in the steward department, he had been with SIU since 1946. He is survived by a sister, Mrs. Gertrude Armstrong, of Brownsville, Texas. Burial was in the City Cemetery, Brownsville.

George Hobbs, 50: Brother Hobbs died at the New Orleans USPHS Hospital of natural causes on January 21, 1958. Sailing in the engine department, he had first signed on with SIU in 1947. He is survived by a son, Marvin E. Hobbs, New Orleans. Burial was in New Orleans.

Jacob L. Zimmer, 54: Bronchial asthma was fatal to Brother Zimmer at his home in New Orleans, La., on September 10, 1963. He had shipped with SIU since 1947 in the steward department. Surviving is a daughter, Mrs. Faye Zimmer Teilmann, of Gretna, La. Burial was in the St. Roch Cemetery, New Orleans.



## Pensioner Sends Good Wishes

To the Editor: I wish to acknowledge my sincere thanks for all the kindness and attention by our Union officials and welfare representatives in helping to bring about my SIU pension.

I remember very well the trials, troubles and battles we had in the old days, as I have been a union man since the old ISU days. And nothing we have today in wages and benefits came easy.

For the new generation that is coming in to fill the retired members' jobs, I offer the reminder to protect your Union and your Union membership. As you go along through the years the way we oldtimers did, you will never have cause to regret it.

Anytime I can be of assistance to the SIU in anything, I sure will be proud to be there.

At present, I am enjoying myself by really taking it easy for the first time. I've been having a chance to rest, visit my old buddies and take in a lot of things I never did before.

I wish all of my brothers, wherever they are, happy landings, safe sailing and a lot of good luck as they go along.

Harry J. (Popeye) Cronin

## Praises Union's Prompt Action

To the Editor: I have just been told here in the Baltimore hall that the SIU has brought one of our companies around to our way of thinking and that our money due from the Rye is waiting for us. The port agent has already sent to New York for mine and it should be here within the next few days. Frankly, under the circumstances at the time of payoff, I had expected this to take much longer to settle. As you know we have not yet signed off the articles and we

have to go to the shipping commissioner when we do sign off and have him obtain our discharges from Seattle. As I have applied for the course offered by the SIU, I may need my discharge in the near future in order to sit for a third mate's ticket.

However, I don't want to sign off the articles until I'm sure that the beefs are all settled for

## 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.

all hands, including overtime and so on. I would sure appreciate it if you would let me know if it is all clear to sign off.

I have applied through the port agent to attend the navigation school here. He said I didn't need any discharges for the application and he sent it in to New York. I'm hoping this application goes through soon as I want to get started as soon as possible.

If this beef over the Rye is completely settled, then it certainly was some fast action. Even if only the transportation and room and meal allowances are settled, to me this denotes representation of the finest and most efficient quality. I feel it rates a hats off to headquarters.

I have had a notice put in the LOG explaining to the other crewmembers the situation concerning our communications with headquarters during the voyage and I'm sure they all will understand that there was no laxity in New York.

Again I thank headquarters for its militant attention on this matter and concern shown in our behalf.

Clark Inman

## Advocate Asks Pension Change

To the Editor: We, the crewmembers of the SS Steel Advocate on voyage No. 24, feel that the SIU Pension Plan should be revised as follows:

After 20 years of full membership in the SIU and 15 years seafaring on SIU-contracted ships, a member shall be entitled, if he so desires, to retire regardless of age or physical condition at no less than \$200 per month. The members who take their retirement after becoming qualified shall no longer take a job of any type under an SIU contract.

Further, we feel this letter should be referred to the Negotiating Committee or any persons or committees required to take action on it. Further, that action shall be taken on the above recommendations or some similar plan according to the membership's wishes no later than at the next contract negotiations or at the expiration of our present contract on midnight, June 15, 1964.

Crew, Steel Advocate

## Seaman's Friend Dies In Frisco

To the Editor: A lot of SIU men all over the world will be saddened to learn that Mike Markota, affectionately known as Papa Mike, who ran "Mike's Tavern" at Mason and Eddy in San Francisco for many years, died recently.

Mike was a real friend to the seafaring man and gave many a helping hand in time of need. His place has been a meeting spot for years for many of our SIU brothers on the West Coast. The only time that Mike ever tried to take the seaman was in a game of cribbage and he was real rough then.

Mike will be missed by his many, many friends.

Nell Lambert

## New Orleans

(Continued from page 2)

P. Sullivan; Ward 16, Kenneth C. Barranger; Ward 17, James H. Pfister.

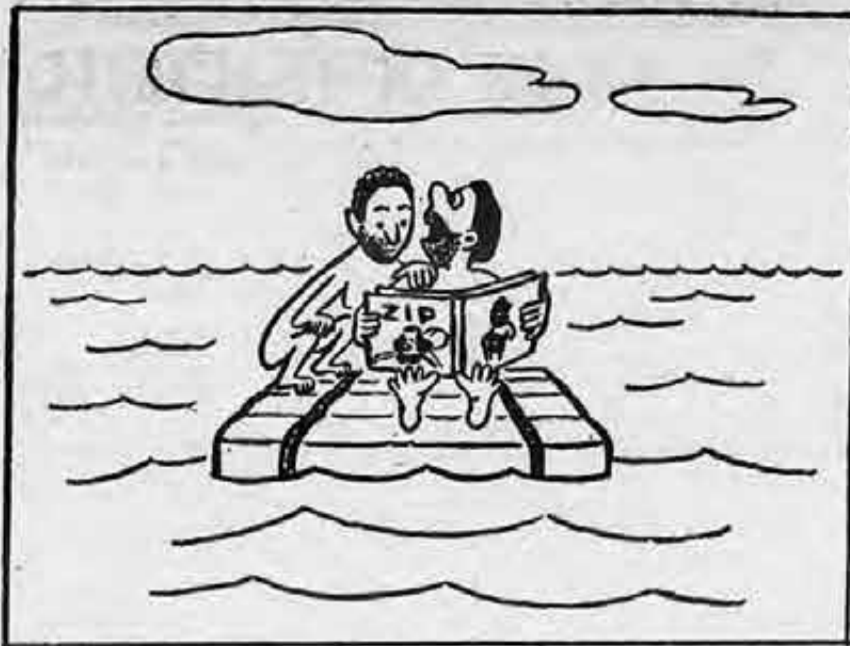
Jefferson Parish: James E. Beeson, Bruce D. Burglass, Sidney G. LeBlanc, Charles W. Miller, & A. (Jim) Ward. St. Tammany Parish: Jesse D. McLain.

For Sheriff, St. Bernard Parish: John F. (Jack) Rowley.

For the Democratic State Central Committee, Orleans Parish: Ward 3, George H. Van Kuren; Ward 5, Francis S. Rutledge; Ward 6, Michael J. Cusimano; Ward 7, Ralph N. Jackson & Llewellyn J. Scanlon; Ward 8, Pascal F. Calogero, Jr.; Ward 9, Joseph G. Landrieu, Jr., Michael George Markay, Jr., & Louis Pomes; Ward 10, Carolyn Gay Labouisse; Ward 11, John M. Freeman; Ward 12, Ethel I. Manning; Ward 13, Roger B. Jacobs; Ward 14, Theodore Denney; Ward 15, Joseph C. Cadro; Ward 16, Nat Gros; Ward 17, E. Henry Heaton. St. Bernard Parish: Richard H. Gauthier.

'Sea-Views'

—By Joseph L. Tremblay



"I've asked you a hundred times . . . Can't you find something else to do . . .?"

# Delta Skipper Plugs Vital US Ship Role

The importance of a strong and healthy merchant fleet was the subject of a personal message delivered by Capt. James L. Cox, master of the SIU-manned cruise ship *Del Mar* (Delta), on a recent outbound voyage to South America.

According to ship's delegate Johnny Johnston, the skipper's remarks were well received by the crew. Capt. Cox gave his speech at the first general SIU shipboard meeting for voyage 114, emphasizing the vital role each man plays in the life of the merchant marine with a special message on ship safety.

**Seamen Unprotected**  
In his address, Capt. Cox ridiculed attempts to blame the ills of the American maritime industry on seamen's wages and conditions. He stated that "American ships and seamen are a part of our economy that is automatically placed in an unfair position with the other nationals." They are protected by our tariff and immigration laws "while our ships and seamen are thrown in direct

competition with other nations of lower living standards."

"If you compare the pay of an American sailor to his Japanese, German or British counterpart," Cox declared, "then you must compare the wages and salary of the American coal miner, brickmason, carpenter, electrician, plumber—yes—lawyer and doctor, to their equal in London, Berlin or Tokyo."

He told the men that the US merchant fleet accounted for more than 200,000 jobs on ships and shore, and the economic impact of these jobs and the job the fleet itself does reflects "in every state of the Union."

"Now ponder this crucial fact," Cox asked the crew. "If we had no American-flag ships, all these sales of our own produce and service would be forever lost. You know very well that no German, British, Scandinavian, Japanese or Italian ship is going to make these purchases in our country. They will continue to use their own nations as they do now to supply their needs."

During his address, Cox also stressed the importance of safety aboard ship. He said it was important for the men to perform all shipboard tasks without accident or injury.

## LOG 'Ad' Pays Off

SEATTLE—"Mike Danguvich, get in touch with your sister. Urgent."

Five days after those words appeared in the LOG, Danguvich did call his sister, Mrs. James M. Halverson, of this city, which led to a happy family reunion after a year's separation.

In a letter to SIU headquarters, Mrs. Halverson said she had last heard from her brother over a year ago, when he had left a ship in Honolulu. After writing the Missing Persons Bureau in New York, Mrs. Halverson wondered aloud in an urgent letter to the Union about where her brother might be.

The LOG ran the plea in the "Personal and Notices" column in the edition of October 18 and, on October 23, the three were reunited when Danguvich called Mrs. Halverson and their mother.

Mrs. Halverson told the LOG that the notice was what made the difference. "Needless to say," she wrote the LOG, "you made my mother and myself very happy by giving those results."

Danguvich has been sailing aboard SIU vessels in the engine department out of New York and West Coast ports since 1952.

# From the Ships at Sea

A discussion aboard the *Taddei Victory* (Consolidated Mariners) about the expected new galley stove had its comic moments for just about everybody but the chief cook. He pointed out that even though there was a beautiful colored picture of a new stove being circulated around the ship, he can't cook a beef stew on a picture—and the color makes no difference to him.

The talk at the meeting, on the way to Rotterdam, dealt with many a promise from topside in addition to the long-promised new stove. Henry J. Principe was meeting chairman and Max Lipkin was secretary.

§ § §  
The *Wild Ranger* (Waterman) offers a blunt, brief bit of advice to all ships and crews that may be heading for Formosa. "Beware of the rickshaw boys in Keelung . . . You know what I mean," warns ship's delegate Joseph L. Somyak. The *Ranger* was returning to the States from the Far East at the time.

§ § §  
"One of the best ships in the fleet" is the *Verdict* on the San Francisco (Sea-Land), according to P. M. Rivero, ship's delegate and meeting chairman. He cites the fact that the skipper and crew get along well, there is plenty of OT work and that routine sanitary and painting work is proceeding well. The steward department rooms already have been painted out, part of the deck rooms have been painted and the rest should be finished next trip. Necessary fans have also been installed in the galley and pantry. "We have a good ship here," adds meeting secretary J. Henault.

§ § §  
The *Potomac* (Empire Transport) is trying to figure out what happened to all the ice cream on a recent trip. Although 100 quarts were taken aboard, there was none available on the way home—to the chagrin of many with a sweet tooth. J. Murray and J. Lamb were meeting officers during the crew debate on the sugary subject.

§ § §  
First ship to report in to the LOG on its plans for this week's Thanksgiving holiday is *Waterman's Hurricane*, which supplied a copy of a printed menu prepared for the occasion. Chief steward Gene Ray has set up a menu that will do full justice to the holiday. A Florida fruit plate with cottage cheese has even been arranged as a possible entree for those who choose to watch their calories.

§ § §  
Heading for Bangkok and Saigon, the *Anji* (Seafarers, Inc.)



Principe writes thanks to the LOG for the good service on the mail and for keeping the ship in touch with home during all its travels. Ronald Wheeler, as ship's delegate, drew thanks on his own hook for a good job on behalf of all hands.

§ § §  
On the *Steel Fabricator* (Isthmian), the electricians added a word of caution to everyone who uses the outside marine female plugs to tie in with the ship's electrical circuits. They urged that the covers be hooked over the plugs after every use, and for good reason. As chief John G. Damstedt and 2nd electrician Price C. Willoughby pointed out, there is danger of electrocution when the decks are washed down and the plugs aren't properly covered.

**SEATRAN LOUISIANA** (Seatrains), Oct. 20—Chairman, N. J. Mouton; Secretary, Herbert C. Justice. Ship's delegate reported that the ship is running very smoothly. \$24.72 in ship's fund, \$70 balance due on TV will be paid off within the next 60 days out of ship's fund. Jimmie L. Jackson resigned as ship's delegate. Joseph A. Rusheed was elected to serve in his place. All crewmembers were urged to keep sinks in laundry room clean.

**PUERTO RICO** (Motorships), Oct. 9—Chairman, A. Aragon; Secretary, A. Ferrara. Delegates have been having trouble getting repairs done. Most repairs involve water running

## DIGEST of SIU SHIP MEETINGS

too hot in tropics and too cold in cold weather. Vote of thanks to steward department for the good food cooked and served on board.

**STEEL SURVEYOR** (Isthmian), Oct. 7—Chairman, W. A. Schlicht; Secretary, M. S. Sospina. \$10.46 in ship's fund. \$280 safety award money in captain's safe. Few hours disputed OT in deck and engine departments. New washing machine to be ordered. Suggestion made to have telephone connected from the bridge to recreation room instead of having bell. Discussion on work by the cook and baker. Suggestion made that anyone getting off ship should strip bunks and clean up for the next crew.

**TRANSEASTERN** (Transeastern), Oct. 25—Chairman, F. E. Otto; Secretary, R. Dammeyer. Ship's delegate reported that transportation due crewmembers will be taken up with patrolman at payoff. Two day's lodging disputed. One man missed ship in Baltimore. Motion made to have headquarters negotiate for a raise in wages. All in favor. The matter of rooms not being souged in about ten months will be taken up with patrolman. Crewmember advised that it is the policy of the steward department to leave the galley open at night. However, if the men who use it do not keep it clean, this policy shall be discontinued.

**ROBIN SHERWOOD** (Robin Line), Oct. 20—Chairman, Hugh D. Curran; Secretary, Stan Silverstein. Vessel had 24-hour delay upon arrival due to immigration. Brother Red Shaw was elected to serve as new ship's delegate. \$20 left in ship's treasury. Pressure tanks to be cleaned to try to eliminate cloudy water problem.

**JEAN LA FITTE** (Waterman), Oct. 23—Chairman, Jack Kennedy; Secretary, Edward Tresnick. No beefs reported by department delegates. Lifeboat on starboard side to be repaired. Discussion on retirement. The ship goes on record to obtain retirement for those with 20 years in the SIU and 12 years seafaring regardless of age. Vote of thanks to the steward department.

**A & J FAITH** (Pacific Seafarers), June 8—Chairman, Mike Reges; Secretary, James Keenan. Ship's delegate advised crewmembers who are getting off the ship on the Lakes to give captain 24 hours notice. The chief cook was elected to serve as ship's delegate. No beefs reported by department delegates. Ship has

only 90 days' stores. Waste baskets and ash trays needed.

Aug. 25—Chairman, Anthony Scaturro; Secretary, John Klinko. Motion made to request Union to check the manning scale. Suggestions made regarding manning scale among engine department crewmembers. Beef with steward department regarding unsanitary drinking fountains and passageways.

**ALCOA RUNNER** (Alcoa), Sept. 30—Chairman, W. Tatum, Jr.; Secretary, C. Turner. Ship's delegate reported on the progress he had made on regaining the ship's fund that had been taken from the ship. Said he would know more after the ship arrived in port. All repairs and beefs squared away. Motion that ship's delegate take up the matter of delayed sailing in Trinidad at payoff. Vote of thanks to the official who gave Brother Tatum the two libraries for the ship. Vote of thanks to the steward department.

**OVERSEAS REBECCA** (Maritime Overseas), Oct. 6—Chairman, Paul J. Franco; Secretary, John H. McElroy. No beefs reported by department delegates. Motion to request negotiating committee to work out an increase in retirement fund and raise pensions from \$150 to \$200. Suggestion that safety meetings be held since a number of improvements are needed. Members cautioned about drinking.

**STEEL VENDOR** (Isthmian), Oct. 7—Chairman, Joseph Goude; Secretary, Fred Shala. Sinks in the bosun's and daymen's room need to be repaired. One fireman still has lodging money coming from last trip to the Orient. This will be squared away at the payoff. \$28 in ship's fund. No beefs reported. Motion made that if the payoff is going to be on a Saturday or Sunday, the men should collect four hours OT as call-back time. Motion made to allow class B and class C men to collect vacation pay after 60 days. Suggestion to change retirement plan. Fred Shala was elected to serve as ship's delegate. Steward asked crew to be a little more careful with ship's linen. The entire crew voted to donate \$4 per man towards television for the messroom.

**A & J FAITH** (Pacific Seafarers), Sept. 11—Chairman, M. S. Trahman; Secretary, John Klinko. \$30 in ship's fund. Beef regarding wiper taking a deck department job. Deck department is putting in OT. Some disputed OT in engine department. Motion that college students should sail coastwise if they can't make long trips. Beef on sanitary because of shortage of wipers. The engine department requests the delegate to check why the new washing machine has not been installed. Beef with steward for buying foreign lunch meats.

**ALCOA POLARIS** (Alcoa), Oct. 3—Chairman, J. Maytum; Secretary, D. Messimer. Motion made that the Union negotiate for wage increase across the board, and that this be voted on in all ports. All port vote asked on plan for construction of upgrading school in Port of New York, which will only help members in that area. Discussion held regarding transfer of ship's radio to new vessel in case of lay-up.

**MORNING LIGHT** (Waterman), Oct. 6—Chairman, L. Hopkins; Secretary, W. E. Morse. Ship's delegate reported everything is running okay. \$9.80 in ship's fund. Steve Bergeria was elected to serve as new ship's delegate. L. Hopkins, former ship's delegate, commended for a job well done.

## 'Hello Out There'



Seated in his fo'c'sle, Seafarer Duke Wilson, AB, makes a call on the citizen's band radio set he operates as a hobby while aboard the *New Yorker* (South Atlantic & Caribbean). Photo by D. C. Jones, AB and ship's delegate.



Aboard the Alcoa Polaris in the Caribbean, Seafarer Clifford Donalson, 45, is committed to the deep in final rites conducted by ship's master, Capt. J. Bulla. In foreground, Seafarer L. Ruiz, OS; A. Deglans, mate; Seafarer J. Maytum, ship's delegate; Capt. Bulla; Seafarers A. Anevitarte, AB, and A. Molina, MM, assist in the sea burial.

# Seafarer's Last Wish Fulfilled

In mid-afternoon of a sun-sprinkled day, 28 miles southeast of Great Inagua Island in the Caribbean, Seafarer Clifford Donalson's ashes were scattered to the winds and the sea—just as he had wanted.

Although Donalson died on the beach in New York City, he had loved the sea so much that he asked to be cremated and to have his ashes scattered in the open sea. A native of Honolulu, Hawaii, Donalson was 45 years old when he died last month.

The cremation was by the Greenwood Cemetery in Brooklyn, after which an SIU patrolman made the sea burial arrangements. Capt. J. Bulla, master of the Alcoa Polaris, agreed to comply with Donalson's last request on the next voyage of the Alcoa freighter.

Then, on November 16, attendance by the ship's crew and passengers, at position 20-36N. and 72-50W., the skipper conducted the ceremony.

Bulla told the crew that although they could not bury Donalson near his birthplace in the Hawaiian Islands, he would be buried in the waters of the Spanish Main, where Columbus discovered this part of the hemisphere.

In the tradition of the sea passed down through generations from the days of the sailing ships to the present, Capt. Bulla read the following prayer:

*"Out of the depth have I cried unto Thee, O Lord: Lord hear my voice. Let Thine ears be attentive to the voice of my supplication. If Thou, O Lord, wilt mark iniquities, Lord who shall stand it? For with Thee there is merciful forgiveness; and by reason of Thy law, have I waited for Thee, O Lord. My soul hath hoped in the Lord. From the morning watch even until night; let Israel hope in the*

*Lord. Because with the Lord there is mercy; and with Him plenteous redemption. And He shall redeem Israel from all his iniquities. Eternal rest grant unto him, O Lord, and let perpetual light shine upon him. Come to his assistance, ye Saints of God. Meet him, ye Angels of the Lord. Receive his soul, and present it to the Most High. May Christ*

*who called thee, receive thee; and may the Angels lead thee into the bosom of Abraham. Eternal rest grant unto him, O Lord, and let perpetual light shine upon him.*

After the prayer was completed, a last lonely salute from the ship's whistle pierced the air, a flag-draped board was tilted, and the last remains of Clifford Donalson were committed to the deep.

**ANTON BRUUN** (Alpine Geophysical), Sept. 7—Chairman, Terrill Lee Raseley; Secretary, Robert T. Axman. No definite word received from headquarters pertaining to issuance of membership books and repatriation of crew. Albert Prejean resigned as ship's delegate and Brother Henry Pierangelino was elected to serve in his place. Motion made to have master supply each crewmember with written form of actual earnings and deductions at each three-month payroll.

**ANTINOUS** (Waterman), Oct. 13—Chairman, James Pulliam; Secretary, Johnny P. Ballday. One man missed ship in San Francisco and another in Pusan, Korea, but the possibility exists that this was not intentional since no sailing time was posted when men went ashore. \$8.65 in ship's fund. The matter of class B man making three trips in succession was brought up and discussed. Ship's delegate will confirm the statement that there were no takers when the job was called. Vote of thanks given to the steward department for a job well done.

**ACHILLES** (Newport Tankers), Oct. 16—Chairman, Jack Trosclair; Secretary, Roy Roberts. Three hours disputed OT in deck department. Motion was made to have committee look into possibility of a new pension plan such as other unions have in effect to cover a certain amount of seafaring at any age. Vote of thanks to steward department for work well done.

**TRANSYORK** (Hudson Waterways), Oct. 4—Chairman, Chuck Hostetter; Secretary, Louis E. Meyers. No beefs reported by department delegates. Louis E. Meyers was elected to serve as ship's delegate. All men requested

to stand their gangway watches in alert condition. Complaint made that potatoes are greasy and soggy.

**SANTORE** (Marven), Aug. 4—Chairman, James Ahern; Secretary, Sam K. Eddy. Henry A. Abel was elected to serve as ship's delegate. Several resolutions offered for action by membership at meetings ashore on Union elections, appointive jobs and qualifications for same. Deck maintenance was taken off ship to be hospitalized in Aden. No beefs reported. Everything running smoothly.

## DIGEST of SIU SHIP MEETINGS

**ATLAS** (Tankers & Tramps), Oct. 6—Chairman, Maxwell; Secretary, Mills. \$27.37 in ship's fund. Some disputed OT in engine department. Short one deck maintenance. Chief cook hospitalized, so messman was promoted. Headquarters to be notified of needed crew. Crew requested to turn off washing machine after use.

**STEEL TRAVELER** (Isthmian), Sept. 28—Chairman, Harry K. Kaufman; Secretary, R. Morgan. Everything running smoothly. \$4.41 in ship's fund. Question raised on disappearing speakers from messhall. Messhall to be sougeed. Discussion on members paying off and leaving a lot of personal debts.

**INGER** (Reynolds), Oct. 13—Chairman, J. R. Probstwood; Secretary, W. E. Courent. \$32 in ship's fund. No beefs reported by department delegates. Motion made that this ship carry a third cook and pantryman because of too many extra hours for the present personnel.

**ACHILLES** (A. L. Burbank), Aug. 19—Chairman, J. Parker; Secretary, R. J. Burns. Captain requested to have money on hand for draws. Beef about forward portholes being closed at sea while butterworth. Ship's delegate Jones resigned and Brother J. Parker was elected to serve in his place. No beefs reported. Motion that negotiating committee be informed of the injustice of Article III, Section 21, regarding tank cleaning, and that in the next negotiations of the contract, steps be taken to equalize the OT provision for Saturday, Sunday and holiday work. Bosun requests crew to use slop chute for rubbish. Vote of thanks to steward department for job well done.

**PILOT ROCK** (Columbia), Oct. 27—Chairman, B. J. Clement; Secretary, Frank Kustura. Ship's delegate reported that captain is well satisfied with crew. No beefs aboard. All hands asked to cooperate in keeping pantry and messroom clean. Captain to give a blanket draw in Aden and draw at port of entry in US. Vote of thanks to steward department for fine food and service. Vote of thanks to Capt. Morris for his dealings with the crew regarding draws, slopchest and other items.

**TADDIE VILLAGE** (Consolidated Mariners), Sept. 28—Chairman, I. Miller; Secretary, William Swartout. Union to be contacted about man missing ship in New York. One sick

crewmember taken off ship in Canal Zone. Gear of man who missed ship was left in Fernandina, Florida. Motion made to check medical supplies on ship before leaving States. Brother I. Miller was elected to serve as ship's safety director.

**SAN FRANCISCO** (Sea-Land), no date—Chairman, Sokoli; Secretary, Siniard. \$21.00 in ship's fund. All delegates reported that everything was running smoothly. Motion submitted that only English be spoken in messroom. Vote of thanks to steward department. Crew asked to turn in all linen and not use excess for shine rags. Crew requested to bring in all coats from deck when ship is in port.

**FAIRLAND** (Sea-Land), Oct. 21—Chairman, Lawrence P. Conficello; Secretary, Jose Cubano. Ship's delegate reported that the captain has not put out a draw as he was supposed to. Deck department rooms need to be sougeed. Chuck Demers was elected to serve as new ship's delegate.

**NIAGARA** (Sea Transport), Oct. 12—Chairman, Richard B. Jones; Secretary, Lawrence B. Kelly. Ship's delegate reported 4 men hospitalized and 1 man missed ship in Calcutta. Patrolman to be notified about draws in regard to OT and to check on stoppage of allotments. Request for Food Plan representative to be on board for next sign-on. Crew asked to keep messhall tables clean.

**ROBIN LOCKSLEY** (Robin Line), Oct. 13—Chairman, Paul McNabb; Secretary, Juan Cruze. \$2.28 in ship's fund. No beefs reported. Letter sent by the crew of the Azalea City concerning pension plan was posted for action at the next meeting.

### LOG-A-RHYTHM:

## My Island Of Reverie

By Harry N. Schorr

I am a meandering sailor,  
On my island I sail so serene;  
Through winter storms and summer warmth  
Depending on Providence to oversee.  
With the distant stars to guide me,  
There are no problems to beguile me,  
And life's tribulations cause no concern  
For they don't affect me.

When restless feelings cause discontent,  
New people and places I crave to see,  
From East to West, from the least to the best,  
Few places or people are strangers to me.  
New people or places have meaning, new people have feeling,  
They soon mean something to me;  
Then life's tribulations cause some concern,  
For they do affect me.

Then the scream through the night  
Of the ship's steam whistle,  
Reminds me there are other places to see,  
So I'm going back on my island  
Where I sail so serene,  
Away from doubt and uncertainty.  
Soon the port and its people  
Mean nothing to me,  
And life's tribulations cause no concern,  
For they don't affect me.

Around, around and around I go,  
For there are other places to see,  
Oh, how nice if I could be, someplace with someone  
Who would mean something to me,  
Where life's tribulations begin to perturb,  
And they do disturb me.

A letter from home is brought to my island,  
And I am in my reverie,  
The joy and sorrow so vividly relayed  
Makes me aware—  
That someone means something to me,  
So I write a long letter  
That has so little to tell,  
Then it's back to my island for me,  
And life's tribulations do not perturb,  
For they don't disturb me.



## Schedule Of SIU Meetings

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

New York . . . . .	December 2	Detroit . . . . .	December 6
Philadelphia . . . . .	December 3	Houston . . . . .	December 9
Baltimore . . . . .	December 4	New Orleans . . . . .	December 10
Mobile . . . . .	December 11		

### West Coast SIU Meetings

SIU headquarters has issued the following schedule through January, 1964 for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
December 16	December 18	December 20
January 20	January 22	January 24

## Move Over, Columbus—Lief WAS Here First

WASHINGTON—To a growing number of scientists, there is no longer any question as to who was here first. They've decided that Lief Ericson and a band of Viking explorers did beat Columbus to the New World—by almost 500 years.

A husband and wife team of explorers, Drs. Helga and Anne Ingstad, had traced the voyage of Lief Ericson as it has come down in saga and song from Greenland. Figuring they had hit about where Lief had landed, the team started digging. It is near the northern tip of Newfoundland outside of the town of L'Anse aux Meadows.

They had no sooner started digging when they came upon a ruined settlement which bore the external clues of a typical Norse community of that era: Nine houses and a smithy with a great hall in the center. A stone hearth in the middle of the hall rounded out the romantic picture of Norse life.

The walls of the buildings, of course, were no longer standing, but indentations in the ground gave them their theory. And radio-carbon tests on the charcoal in the stone hearth ember pit and the smithy set the date of life in the village about 1000 AD.

Experts from the Smithsonian Institution and the American Museum of Natural History studied the site and supported the Ingstad theories without question.

"Until now, no one uncovered incontrovertible proof—ruins or burials—of Viking visitors to North America before Columbus' voyage in 1492," the National Geographic Society said. But, now even that august group is going along with the Ingstads.

Ingstad said that certain details of the structures and the presence of iron in the smithy which had been extracted from bog deposits cinched the proof.

Apparently neither Indians nor Eskimos—both prehistoric and modern—had knowledge of the system of extracting the metal from the bog, a common practice of the Norse. Later Europeans, he added, never bothered using the technique.

But, just like Columbus, Dr. Ingstad is also not the first. "Way back in 1914, a Newfoundland scholar, W. A. Munn, said the Vikings had probably come ashore at —yep, you guessed it—L'Anse aux Meadows.

## SIU HALL DIRECTORY

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HYacinth 9-6800

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**SANTURCE, PR** 1313 Fernander Juncos  
Stop 20  
Keith Terpe, Hq. Rep. Phone 734-2948

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Ted Bahkowski, Agent MAIn 3-4334

**TAMPA** 313 Harrison St.  
Jeff Gillette, Agent 229-9788

**WILMINGTON** (Call) 505 N. Marine Ave.  
George McCartney, Agent -Terminal 4-2526

## PERSONALS and NOTICES

**Glyn H. Stephens**  
You are asked to get in touch with Mrs. Gerald Stephens, of Watertown, Minn.

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**John Kennedy**  
Contact Mae Chasin as soon as possible at 1140 NE 200th Terrace, North Miami Beach, Fla.

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**James Martin**  
Ex-Young America  
Write to Dick Green at the Seattle SIU hall. Urgent.

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**Mason R. Scott**  
Contact your brother, Elmer C. Scott, at his home, 3115 Houston Avenue, Houston, Texas.

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**Milton G. J. Broussard**  
Get in touch with Ken Kirkin at his home or via the Philadelphia

# SIU BULLETIN BOARD

- FINANCIAL REPORTS.** The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn. Should any member, for any reason, be refused his constitutional right to inspect these records, notify SIU President Paul Hall by certified mail, return receipt requested.
- TRUST FUNDS.** All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall consist equally of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds. If, at any time, you are denied information about any SIU trust fund, notify SIU President Paul Hall at SIU headquarters by certified mail, return receipt requested.
- SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, first notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:  
Max Harrison, Chairman, Seafarers Appeals Board  
17 Battery Place, Suite 1930, New York 4, NY  
Also notify SIU President Paul Hall at Union headquarters by certified mail, return receipt requested. Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.
- CONTRACTS.** Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent. In addition, notify SIU President Paul Hall by certified mail, return receipt requested.
- EDITORIAL POLICY--SEAFARERS LOG.** The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960 meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.
- PAYMENT OF MONIES.** No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstance should any member pay any money for any reason unless he is given such receipt. If in the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be called to the attention of SIU President Paul Hall by certified mail, return receipt requested.
- CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify SIU President Paul Hall by certified mail, return receipt requested.
- RETIRED SEAFARERS.** Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file functions, including service on rank-and-file committees. Because these oldtimers cannot take shipboard employment, the membership has reaffirmed the long-standing Union policy of allowing them to retain their good standing through the waiving of their dues.
- EQUAL RIGHTS.** All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

## KNOW YOUR RIGHTS

SIU hall. He has lost your home address and has no way to keep in touch.

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**Ex-SS Almema**  
Crewmembers of the above vessel are asked to forward a small brown bag left aboard the ship by Walter J. Pierce and to send it COD to his wife at 6705 Avenue S, Houston, Texas. It contains photographs and other personal belongings. If possible, the finder is asked to call Mrs. Pierce at WA 1-1030 in Houston.

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**Paul B. Morgan**  
The above-named or anyone knowing his whereabouts is asked to contact his daughter, Mrs. Evelyn M. Davis, 912 Simonton St., Key West, Fla., as soon as possible.

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**Earl J. Fuller, Jr.**  
Your mother asks you to write and let her know what you did with the car you used to leave Florida. She says it's urgent for you to write and let her know.

Against the background of the great strides made by the Soviet Union in maritime strength, there does not seem to be any logic which would justify the apparent lack of concern by the US Government toward the steadily-diminishing stature and capabilities of the American-flag merchant fleet. This is one of the major conclusions drawn in a "Staff Study" released in Washington on November 7 by the Internal Security Subcommittee of the Senate Committee on the Judiciary.

Currently, the study declares, Russia is engaged in a merchant ship construction program designed to double the size of its 1960 fleet by 1965, triple it by 1970 and achieve a five to six-times increase by 1980. It adds that through the end of 1962, the Russian fleet posted a gain of nearly one million tons, while the United States lost over a half-million tons of shipping.

Excerpts from the Senate study follow:

**A**LTHOUGH we now view Soviet accomplishments more soberly than in the past, it is all too evident that the executive and legislative branches of our great country have not yet turned sufficient attention to several important Russian developments.

**"SOVIET OIL OFFENSIVE** — One such development . . . is the growing impact of Russian oil on the economies of the free world nations . . . It was pointed out that while US oil production of 7.5 million barrels per day last year was nearly double the USSR's output of 4 million barrels per day, this US output was considered to be at its peak, while Russian production was growing at an incredible rate. Expert authority revealed that Soviet oil production was expected to reach 7.8 million barrels daily by 1970 and increase to 13.8 million barrels per day by 1980.

"More importantly, it was shown that, although Russia exported only 222 million barrels of oil to the free world in 1961, the Soviet Union achieved considerable economic and political advantages in return. Because Red oil exports were pegged at prices 10 to 20 percent below those of free world suppliers, it dislodged Western suppliers from long-established markets, gained important political inroads in the so-called non-committed and newly emerging nations, and obtained from industrialized free world countries strategic industrial and technological equipment . . .

" . . . It was noted that the expansion of the Russian tanker fleet and pipeline network was proceeding at an accelerated pace. This, of course, is a necessary prerequisite if our adversary is to be able to carry out his ambitious oil export plans in future years.

"While Russia's expanding tanker building program is significant in itself, it is but part of a major maritime expansion program of incredible size which in but a very few years will make her one of the foremost seapowers in the world.

**"RUSSIA'S SEAPOWER BUILDUP**—The Soviet Union already possesses a strong navy and is recognized as being second only to the United States in naval strength. It currently is engaged in an enormous merchant ship construction program which is programmed to double the size of its 1960 fleet by 1965, triple it by 1970, and achieve a five to six-times increase by 1980. In addition, it possesses one of the world's largest and most modern fishing fleets, and is

unsurpassed in the important field of oceanographic research. It is all too evident, then, that the Soviet Union recognizes the importance of the sea and seapower in all its many facets figures prominently in its plans to dominate the world.

" . . . The Russian merchant fleet has been undergoing sustained growth since 1950, while the US merchant fleet has contracted steadily since 1946. As to the future, the USSR shows evidence of assigning high priority to its ambitious fleet expansion program, in contrast to relative neglect of the merchant fleet in this country.

**"STATISTICAL ANALYSIS**—In 1939, Russia's 1.5 million tons of merchant shipping not only was insignificant in world standing, but also consisted predominantly of ships of ancient vintage. In contrast, the United States with 11.6

the years 1963, 1964, and 1965 . . . Russia currently has over 3 million deadweight tons building or on order—all of which seems certain to be delivered prior to the end of 1965. Therefore, it seems quite probable that the goal will be met.

" . . . Russia has 236 ships building—or five times as many as the 47 which were being constructed in US shipyards. In terms of tonnage, Russia's tonnage was over four times greater than that of the United States.

" . . . Russia wants to increase its maritime stature as quickly as possible. Its own yards, which are believed to be heavily engaged in naval construction, could not produce the large amount of tonnage needed in the required time-span. Therefore, Russia is relying heavily, not only on the yards of its satellites, but also has contracted for

merchant ship as an instrument of decisive military, political, or economic importance now looms large and lethal. Our merchant marine is not prepared to meet the challenge, and worse, it gives little sign of improving."

"Vice Adm. John Sylvester, US Navy, Deputy Chief of Naval Operations (Logistics), only months ago made a detailed appraisal of the US merchant fleet. (SEAFARERS LOG, May 31, 1963—Ed.). This study, 'Ocean Shipping To Support the Defense of the United States,' was made to determine whether this country's sea transportation requirements could be filled in the event of war. Here are some of the conclusions and recommendations contained in his report:

"Previous evaluations of shipping requirements and availabilities have shown that the United States does not have sufficient active merchant shipping to meet national security needs for general war, even when we combine the total of US-flag and US-controlled foreign-flag shipping.

"The vast proportion of our US-flag merchant tonnage was constructed under the World War II building programs. Approximately 94 percent of our dry cargo and 57 percent of our tanker tonnage is in the 15-year and older age bracket . . . They have long been outmoded from the standpoint of modern design, are nearly to the end of their useful life, and are long overdue for replacement."

"As to the possibility of this nation relying on the shipping of our allies in time of national emergency, Admiral Sylvester states:

"It is probable that the total combined shipping requirements of the NATO nations will exceed total shipping capabilities available.

"Of utmost significance is the fact that the interests of the United States are global, and emergencies may well arise wherein our interests would not be identical with those of our European allies.

"The present rate of new shipbuilding will not offset the rapidly approaching block obsolescence of the vast proportion of US-controlled merchant-type tonnage — both active and reserve. There is an urgent need for increased emphasis on orderly ship construction."

**"CONCLUSIONS** — The outcome of the Soviet Union's rapid maritime expansion program cannot but have serious repercussions on the free world. Shipyards of our allies actively solicit Soviet shipbuilding orders despite the future ramifications of the important military, political, and economic advantages the Soviet Union gains from each ship delivered.

"It seems all too apparent that proprietary motivations are stronger than those which deal with national security. These same commercial attitudes are permitting Russia to obtain from the free world the other needed equipment such as pipelines, chemical plants, and other facilities which measurably increase its industrial and military capabilities.

"Against the background of Russia's great strides in maritime strength there does not seem, as has been said before, to be any logic which would justify the apparent lack of concern of our Government toward the steadily diminishing stature and capabilities of the US merchant fleet. Not only is the national security of the United States of America at stake, but so too is the collective security of the entire free world."

# 'HOT WAR' AT SEA...

million tons of merchant shipping ranked second only to Great Britain.

"Because of the prolific output of the US shipyards during World War II, the US fleet by 1946 had grown to a phenomenal size—4,861 ships aggregating over 50 million deadweight tons. The great bulk of this tonnage was either laid up or sold abroad to nations which were in dire need of tonnage to cover their wartime losses. By the end of 1948, the United States had a fleet of 16.6 million tons in active peacetime service.

"However, this fleet size underwent steady reduction in subsequent years, except for a brief respite in 1955 when a slight temporary increase was achieved. It then resumed a downward slide which is expected to continue unchecked unless strong remedial steps are taken by the Government to provide the financial assistance needed by American-flag competitors. At present, only 15 American steamship lines receive operating differential subsidies which permit them to compete on an equal footing with their foreign competitors.

"In the period 1954 through 1960, the buildup of the Russian fleet got underway, with a net annual increase of 442,500 deadweight tons during this 6-year period. In sharp contrast to this expansion experienced by the Russian fleet is the decrease in the size of the American merchant fleet, which suffered a rate of contraction averaging 310,000 deadweight tons per year over the same period.

" . . . In the period December 31, 1960, through December 31, 1962, the Russian fleet posted a gain of nearly one million tons while the United States lost over a half-million tons of shipping.

"The average rate of increase of the Russian fleet during this recent period was 64.5 ships and 491,500 deadweight tons per year. The annual decline in the US fleet averaged 55 ships and 267,500 tons per year.

"For the year 1961, Russia's actual net gain was 22 ships of 355,000 tons. However, during the year 1962, her actual net gain was 107 ships of 628,000 tons.

"By 1970 the Russian fleet is to be three times the size of the 1960 fleet. The 1980 goal is to have a fleet five to six times larger than the 1960 fleet.

"To fulfill the requirements of the current 7-year plan, the Russian fleet will have to grow to an average annual rate of 1.3 million deadweight tons for

large amounts of tonnage from free world yards. In one single contract recently placed with Japan, it ordered \$100 million of ships.

**"US ATTITUDES**—In view of the accelerated pace of growth of the merchant fleet of the USSR it is important to examine the apparent lack of concern of the US public and the US Government toward the diminishing stature and capabilities of the US merchant fleet. This is particularly important since it is certain that a strong, modern American merchant marine is essential to provide logistic support to our Armed Forces in time of national emergency and to insure that the United States has access to world markets and vital raw materials in time of peace.

"From a military standpoint, the lessons learned from two world wars and more recently from the Korean conflict show that this country must rely on its own shipping in times of national emergency.

"Yet, public and governmental indifference to important wartime and peacetime roles of the US merchant fleet has permitted its steady contraction over the past 16 years. More alarming, being predominantly a World War II-built fleet, it is approaching the end of its economic life virtually en masse.

"The contraction of the US merchant fleet has had adverse effect on another vital segment of the nation's seapower resources — the US shipyard industry. Shipyards are the taproot of a nation's seapower. Over 20 American yards have gone out of business during the past 15 years because of insufficient work volume.

**"SIZE AND QUALITY OF US FLEET**—The deterioration of the US merchant fleet has not yet been sufficiently recognized by the Government, let alone dealt with. To date, only US Navy officials and a few Congressional supporters have shown appropriate alarm over the shrinking American fleet and the rapid buildup of the Russian fleet.

"The Honorable Kenneth E. Belieu, Assistant Secretary of the Navy, last year stated:

"The Communist expansionists have come to a turning point. There is no easy way to expand their influence much further without use of the seas . . . At last our opponent must come out of his landmass and face us in our own element. The struggle will take place at sea.

"The peaceful looking Soviet-bloc

