

GULF TUGBOATS GO SIU IN NLRB VOTING

Story On Page 8



Passes Away. Harry O'Reilly, executive secretary of the Maritime Trades Department, AFL-CIO, died after a long illness in his Chicago home. He played a major role in building up the strength of the marine union department. (Story on Page 3).

SIU Safety Rep Reports Gains To Nat'l Council

Story On Page 2

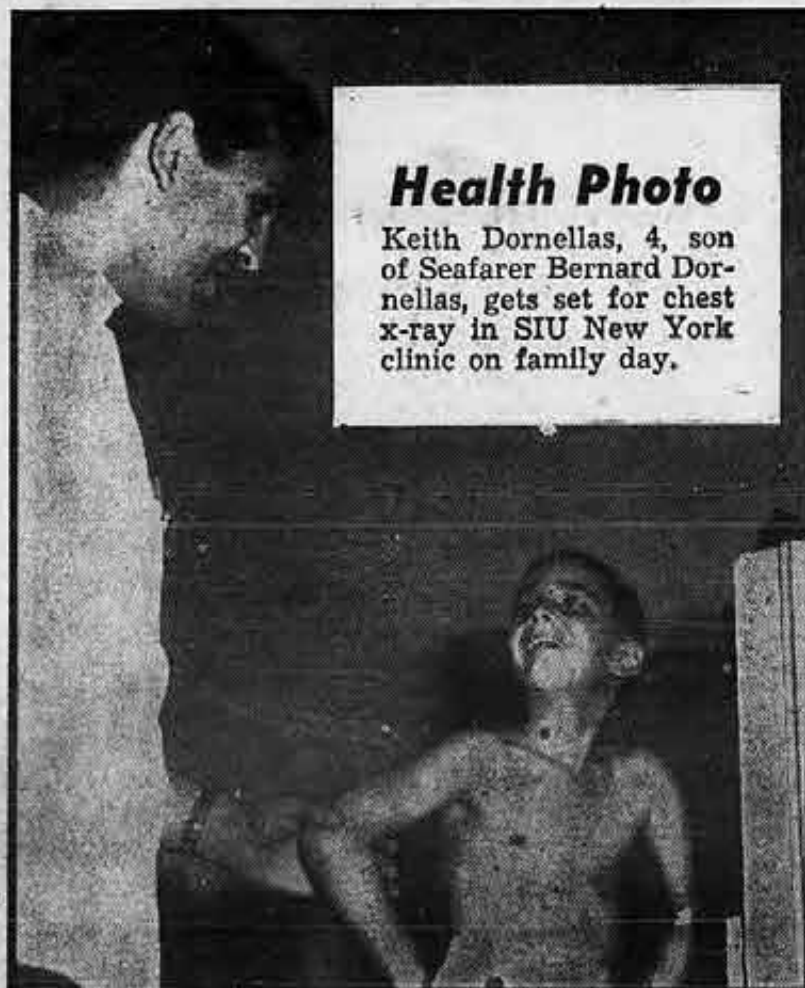
SIU ELECTION SUPPLEMENT

- Voting Instructions
- Candidates' Photos
- Sample Ballot
- And Biographies

—See Centerfold

Health Photo

Keith Dornellas, 4, son of Seafarer Bernard Dornellas, gets set for chest x-ray in SIU New York clinic on family day.



Safety Citation. Seatrains New York crew receives citation from Joe Algina, safety director, SIU Welfare Plan, for long safety record. Seatrains labor relations representative R. C. Chapdelaine is at extreme right.

SIU SAFETY DIRECTOR SPEAKS:

Unions Must Have Safety Role, Nat'l Council Told

CHICAGO—Ship operators attending the Marine Section of the National Safety Council here were told that the best and most-successful approach to ship safety is through joint labor-management action. Speaking at the annual conference of the Marine Section, Joe Algina, director of the Safety Department, Seafarers Welfare Plan, also questioned the validity of existing accident statistics and called for a new effort to set up truly-accurate and representative figures on shipboard safety.

Algina scored sporadic effects by management to deprive seamen of their livelihood because they may have had an accident aboard ship.

His presentation marked the first time that a representative of the joint union-management safety program had been given the platform at a Safety Council meeting to express his views.

The paper, entitled "Blue Print for Sea Safety: A Joint Labor-Management Approach," was presented at the fourth session of the meeting, October 20, at the LaSalle Hotel.

As a result of the program, encouraging progress is being made in reducing shipboard accidents, he noted. For example, one company reported the number of accidents cut in half since 1958. Another shows a cut of just under 20 percent and others show accident reductions of between five and 11 percent.

(For the past two years' running, the SIU-manned Alcoa Steamship

Company has won top honors in National Safety Council competition.)

Progress through the Joint Safety Program of the Seafarers Welfare Plan was outlined in the address. Algina pointed out that the joint program was set up by the SIU Atlantic and Gulf District and its contracted steamship companies, covering about 250 ships of all types operated by more than 60 American-flag companies.

The accident "statistics" on the merchant marine, which always picture the industry as having the worst safety record in industry, were disputed by Algina. "We don't buy the figures," he declared.

"There are all kinds of numbers thrown at us in this business," Algina noted. "What I would like to know is why nobody can seem to agree on what to accept and what to throw out? No one yet has a fair measure to compare the safety record of seamen with the record of workers in other industries," he continued.

Algina suggested that the Marine Section compile accident statistics based on a 16-hour day. "You're not going to sell seamen on safety if you give them a bad name every chance you get."

The hazardous nature of seafaring was also noted in the address. Accidents can happen on the best-run ships with well-trained crews, Algina stated. "Ships are designed with built-in hazards that have been regarded as part of the routine of life at sea," he said. Dangerous ladders, and deck and engine room equipment are the traditional hazards at sea.

The joint safety program, Algina said, is conducting a safety poster contest, pushing a safety film program and issues a monthly safety bulletin. It also checks out details on all accidents reported by companies, giving information to concentrate on the items that seem to cause the most trouble.

Management has safety programs to suit its own needs, Algina noted. The joint program looks after the overall problem and works through individual companies.

None of the safety-improvements came about easily, Algina warned. "There is no miracle worker in this field, and safety work has never been only hearts and flowers. It needs plenty of team-work on all sides," he stated.

Shipping company safety directors and other industry spokesmen attended the Marine Section convention of the Safety Council, in addition to representatives of the US Coast Guard, barge line operators and stevedoring operators.

SEAFARERS LOG

Oct., 1960 Vol. XXII, No. 18



PAUL HALL, President
HERBERT BRAND, Editor. BENJAMIN SEAMAN, Art Editor. HERMAN ARTHUR, AL MARSH, CHARLES BEAUMET, ARTHUR SERIAL, ALBERT AMATEAU, JOHN BRAXIL, Staff Writers.

Published monthly at the headquarters of the Seafarers International Union, Atlantic Gulf, Lakes and Inland Waters District, AFL-CIO, 673 Fourth Avenue, Brooklyn 32, N.Y. Tel. NYacincth 9-5400. Second class postage paid at the Post Office in Brooklyn, N.Y. under the Act of Aug. 24, 1912.

Emilia Gets SIU Award



SIU Safety Award is displayed by the gang on the Emilia after presentation in Philadelphia. Award honors six months of accident-free operation during first half of 1960. Certificate is held by Capt. Frank Edwards, master of the vessel. Kneeling (left) is SIU ship's delegate John Reed.

SIU Members Sent Union Vote Details

Seafarers will start going to the polls on Tuesday, November 1, as the SIU's 60-day election gets underway in all ports. On the ballot are 74 qualified candidates competing for 43 elective posts.

In preparation for the two-month vote, the SEAFARERS LOG has printed a special election supplement in this issue, containing photographs and biographical data submitted by all the candidates, a reproduction of the ballot and the text of the SIU Constitution's provisions governing the conduct of the election.

Election Notice Mailed

In addition, as required by Federal law, a notice of the election has been mailed out well in advance of the voting to the last-known home address of every member qualified to vote. Besides the notice, the Union included a sample ballot, the minutes of the SIU Executive Board meeting of October 3 and a list of Union halls in which balloting will take place.

As per the decision of the SIU Executive Board meeting on October 3, and subsequently approved

by the membership, additional copies of the supplement have been printed so as to provide 100 copies for each candidate to utilize as he so desires.

Voting Through December 31

Under the SIU constitutional provisions governing voting, balloting will be conducted on all days from November 1 through December 31, exclusive of Sundays or holidays legally recognized in the city or state in which the port office is located. Voting will be between the hours of 9 AM and 5 PM daily and 9 to 12 on Saturdays.

The 43 elective posts are for headquarters and for seven constitutional ports under the revised constitution—New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston and Detroit. Other ports will continue to function but will be serviced by joint patrolmen assigned from one of the constitutional ports.

INDEX To Departments

The SIU Inland Boatman	The SIU Industrial Worker
—Pages 8, 9	—Page 25
SIU Social Security Dep't	SIU Safety Department
—Pages 12, 13, 14	—Page 7
The Pacific Coast Seafarer	SIU Medical Department
—Pages 22, 23	—Page 19
The Great Lakes Seafarer	SIU Food, Ship Sanitation Dep't
—Pages 10, 11	—Page 20
The Fisherman and Cannery Worker	Editorial Cartoon
—Page 18	—Page 15
The Canadian Seafarer	A&G Deep Sea Shipping Report
—Page 21	—Page 6
	Shipboard News
	—Pages 27, 28, 29, 30

EXCERPTS FROM SAFETY ADDRESS

(The following consists of excerpts from an address by Joe Algina, director of the Safety Department, Seafarers Welfare Plan, at the National Safety Council meeting in Chicago.)

"... The fact is nobody has a monopoly on safety. No one has the cure-all, but we at the SIU believe we have the remedy closest to it. This is the Joint Safety Program of the Seafarers Welfare Plan. ...

"Sometimes it may seem like it, but no one goes out of his way to get hurt. You can't stop a man from earning a livelihood because you think he might have an accident.

"As far as the accidents are concerned, they happen even on the best-run ship with a well-trained crew. Ships are designed with built-in hazards that have been regarded as part of the routine of life at sea.

"The idea of a full-time, joint labor-management campaign against accidents is not a new one in industry. It's still fairly new in shipping, but it's showing up as a success. ...

"The joint approach was tried for many reasons. One was to do away with the scatter-gun approach to safety training and education that existed before. Another was to recognize everybody's stake in safety, the company, the seaman and the union. ...

"The sailor has always been hostile to any kind of handout by the shipowner when he wasn't asked. He's suspicious, because even basic improvements in conditions aboard ship came about the hard way in this industry, not through company generosity.

"With the companies and the union working together on safety, seamen are encouraged to take part in safety meetings aboard ship and to throw in safety suggestions that may do some good.

"The joint department also checks out details on all accidents reported by the companies to our office on a special form. This is the raw material that is digested by IBM to tell us where on the ship accidents are happening, how, why and to whom. No names are involved.

"Besides the change of attitude on all sides, and this is important, the record clearly shows far less accidents today than in previous years and fewer costly, disabling ones most of all. Among the major companies, one reports the number of accidents sliced in half since 1958; another shows a cut just under 20 percent and another about 10-11 percent." Others show declines between 5 and 10 percent. And all of this, remember, covers 1959 only. ...

"I'd like to put in my pitch here to add to the usual wrangle over accident statistics. There are all kinds of numbers thrown at us in this business. I'll leave them to the experts. ...

"What I would like to know is why nobody can seem to agree on what to accept and what to throw out.

"The National Safety Council, right here in Chicago, publishes a set of numbers every year about accident rates in industry, including the maritime industry. The maritime industry figure takes in four groups, one of which is merchant seamen. This figure is usually the lowest of the lot but it also covers a bare handful of companies. In addition, it's based on an eight-hour day only.

"Yet every time you hear or read a figure about the maritime industry, referring to merchant seamen, the highest possible and least accurate figure is used. ...

"The Marine Section right here compiles a more representative figure on accidents among seamen, reflecting the 24-hour day at sea and many more ships and companies. It seems to be recognized that any 24-hour statistic is accurate because it happens to represent the full legal liability of the shipowner. But it doesn't take into account that even a sailor sleeps sometime in every 24 and statistics can't cover every contingency.

"A 16-hour figure, putting aside the liability issue, would cover the realities of life at sea and this kind of standard could become acceptable to everybody."

"You're not going to sell seamen on safety if you give them a bad name every chance you get. It's time for a fresh look at the whole picture in this industry."

Harry O'Reilly Dies; Helped Build Up MTD

Harry E. O'Reilly, executive secretary-treasurer of the Maritime Trades Department, AFL-CIO, passed away on Sunday, October 2, at his Chicago home after a long illness. He was 61 years old.

In his position as MTD administrative officer, O'Reilly succeeded in greatly expanding and strengthening the organization, which is the recognized spokesman of American maritime workers. At the time of his election to the MTD post in 1956, the organization consisted of ten unions in the maritime trades. At his death, he left a thriving Department to which 30 international unions had affiliated, representing millions of American workers, several hundred thousand of them in the maritime area. In fact, O'Reilly had been instrumental in setting up the MTD back in 1946.

Port Councils

O'Reilly had also set up an effective network of maritime port councils in virtually every major seaport as well as on the Great Lakes.

O'Reilly came to the Maritime Trades Department after many years of successful organizing and administrative work in the American Federation of Labor. A native of Chicago, O'Reilly first went to work at the age of 17 and promptly joined the Railway Clerks Union. Nine years later he left the Railway industry and joined the milk drivers local union of the Teamsters in Chicago. He immediately plunged into union activity as a volunteer organizer and his effectiveness won for him an appointment as general organizer and assistant to the president of the Chicago Federation of Labor.

AFL Regional Director

In 1938, the late William Green, then president of the AFL, appointed O'Reilly midwest regional director of the AFL. In this post he was responsible for AFL activities throughout the middle west.

During World War II, O'Reilly served as AFL representative on the regional War Labor Board and Labor representative in the Treas-



The late Harry E. O'Reilly, executive secretary of the AFL-CIO Maritime Trades Department, is pictured addressing an outdoor meeting.

ury Department's war bond campaign.

In 1948, O'Reilly's organizing record was rewarded when he was named national Director of Organization for the AFL. It was from this position that he became the MTD's executive secretary-treasurer.

Tribute to O'Reilly as a trade unionist came from all sections of the labor movement. MTD President Paul Hall noted that O'Reilly "had performed outstanding service to maritime workers in the development of the department since its inception."

O'Reilly is survived by his wife, Mrs. Theima O'Reilly of Chicago, and two daughters. Burial took place at St. Mary's Cemetery in Chicago, after funeral ceremonies attended by representatives of the AFL-CIO, the SIU and many other unions. SIUNA President Paul Hall and First Vice-President Morris Weisberger attended on behalf of the international union.

SIU Big Winner In Gulf Tug Vote

NEW ORLEANS—Another impressive organizing victory was chalked up here as the SIU continued its drive to sign up seamen and allied maritime workers. The SIU's Inland Boatmen's Union scored a clear-cut election victory in a Labor Board vote among

employees of the National Marine Service fleet. The final tally was SIU, 70—no union, 22.

National Marine Service operates eight boats on the Mississippi River between St. Louis and New Orleans, as well as in the Gulf proper to Houston, Lake Charles and other ports. The company handles oil barges and also supplies bunkers to merchant ships.

On another front, the SIU's Marine Allied Workers Division in New York scored a two to one victory among employees of the Jay-Kay Corporation. The firm, with two plants in New York, employs between 550 to 650 workers in the busy season. (See story, page 25, for full details.)

The one-sided SIU victory in the National Marine election came in the face of strong company opposi-

tion to the Union. Before the NLRB mail ballot began, there was a movement to get an "independent" union on the ballot in an effort to divide the pro-union sentiments of the crewmembers. However, the "independent" effort failed to arouse sufficient interest, and the "union" was unable to get on the NLRB ballot.

Winning Streak

The National Marine Service victory is the latest in a series of organizing successes for the SIU. In July, 850 railroad tugmen joined the Union as seven railroad tug fleets in New York harbor voted SIU. Then the SIU's Puerto Rican division won a 400-man tuna cannery plant on the island, National Packing. Meanwhile, on the Great Lakes, the Great Lakes District won the 19-ship Boland & Cornelius fleet as well as three other Lakes companies, Pioneer, Buckeye and Steinbrenner, involving 47 ships in all.

National Marine Service employs

a total of 98 men on its boats. All told, the various boatmen's division under the SIUNA now represent approximately 8,000 men on the East Coast, Great Lakes, Gulf Coast and Pacific Coast.

The main office of the company has moved from New Orleans to Houston. Contract negotiations will get underway there just as soon as the Union receives official certification from the National Labor Relations Board as bargaining agent for the fleet.

India Will Drop Tax On Crews

An additional tax burden on Seafarers—this time by the government of India—is apparently being shelved permanently as a result of SIU and other maritime union protests.

The Indian levy, reportedly scaled at a whopping 40 percent of seamen's earnings while in Indian ports, would have represented a considerable hardship not only to American seamen but also to those of other countries. Since many ships trading with India often spend weeks in the various coastal ports, the tax would have meant a big bite in seamen's pay-offs.

Latest word on the Indian income levy, according to a communication to SIU President Paul Hall from J. D. Randeri, general secretary of the Maritime Union of India, is that the Indian government is already in the process of amending its tax laws.

Amendment In

An amendment has been introduced in the Lok Sabha (Indian parliament) exempting American seamen and others from the tax if they remain in Indian harbors 90 days or less. Those who remain over 90 days will apparently still be subject to the tax. For practical purposes, very few seamen will now be subject to this taxation.

The original Indian law was similar to a tax procedure which the state of Massachusetts tried to set up last year. The Bay State had attempted to levy a tax on earnings of seamen aboard all ships in its waters, even though the seamen weren't residents of the state, weren't employed by a Massachusetts company or never went ashore. The tax plan was scrapped due to Federal regulations barring any withholding from seamen's wages other than for Federal income or Social Security taxes.

Philly Hall A Showplace



Spacious, comfortable recreational and shipping facilities in the new SIU Philadelphia hall are now in operation (top). Modern lounge chairs and decorations make the hall a showplace. Above, Dispatcher Jimmy Doris (behind counter) registers Seafarers coming off ships in the area. Hall opened on October 4.

Statement Of Ownership

Statement of the ownership, management, and circulation required by the Act of Congress of August 24, 1912, as amended by the Acts of March 3, 1933, July 2, 1946 and June 11, 1960 (74 Stat. 208) showing the ownership, management and circulation of SEAFARERS LOG, published monthly at Brooklyn, New York, for September 30, 1960.

1. The names and addresses of the publisher, editor, managing editor and business managers are: Publisher: Seafarers International Union of North America, Atlantic Gulf, Lakes and Inland Waters District, 675 4th Ave., Brooklyn 32, NY; Editor: Herbert Brand, 675 4th Ave., Brooklyn 32, NY; Managing editor, (none).

2. The owner is: (If owned by a corporation its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address as well as that of each individual member, must be given.) Seafarers International Union, Atlantic & Gulf District, 675 4th Ave., Brooklyn 32, NY; Paul Hall, President, 675 4th Ave., Brooklyn 32, NY; Al Kerr, Secretary-Treasurer, 675 4th Ave., Brooklyn 32, NY.

3. The known bondholders, mortgagees, and other security holders owning or holding one per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required by the act of June 11, 1960 to be included in all statements regardless of frequency of issue.) 35,000.

(Signed) Herbert Brand, Editor. Sworn to and subscribed before me this 30th day of September, 1960.

John Brazil, Notary Public, (My commission expires March 30, 1962).



Menu Odd? It's UN Day Aboard Ship

Nineteen passenger-carrying shipping companies—along with 15 airlines and 14 railroads—will take part in observing UN Day next Monday by serving international cuisine to travelers using their services.

As far as the shipping outfits are concerned, they will additionally hold international dances and song festivals and fly the flag of the UN aboard their ships. All this is part of a previous agreement designed to honor the fifteenth anniversary of the founding of the United Nations, in cooperation with the US Committee For the United Nations.

The SIU-contracted Isthmian Lines said it intended to work up a special menu that day, listing a food item and noting the country from which it originates. Some of the more exotic dishes to be featured aboard Isthmian ships that day will include: Baked empanadas—a meat dish from Chile; Shrimp curry, from Ceylon; gado-gado, a mixed salad from Indonesia, and kyot-tha-hin—chicken curry from Ceylon. Of course there will be pumpkin pie, the domestic contribution to Seafarers who might be leary of some exotic dessert like halvah after all the strange-sounding dishes.

The special observations commemorate the founding of the United Nations in San Francisco in 1945 at the end of the second world war. The Allied powers established the organization to outlaw wars.

Philadelphia Payoff



Carl Francum, carpenter, signs articles for shipping commissioner before getting discharge on Angelina. In rear are Baldo Coccia, MM; and Bill Tregembo, AB. The payoff of the Bull Line vessel at Philadelphia reportedly ran smooth as a whistle.

Red 'Union' Heads Get Bridges' Invite

SAN FRANCISCO—Harry Bridges plans to continue his function of setting up conferences of pro-Communist unions to support the Soviet Union's foreign policies. The latest issue of "The Dispatcher," publication of the International Longshoremen's and Warehousemen's Union, reports that Bridges executive board is prepared to invite a large delegation of such unions to attend the 1961 ILWU convention.

The invitation follows a continued round of visits by ILWU delegates to European countries, among them many Iron Curtain nations.

Bridges' open activity in the international area was kicked off in May, 1959, when he ran a pro-Communist conference in Tokyo at which the United States foreign policy was the major target. The conference followed the same line that was used by the Japanese extremists who blocked President Eisenhower's visit to that country.

Subsequently, when Russian Premier Khrushchev visited the United

en its port channel to 400 feet and expand the turning basin by 300 feet. Enlarged port facilities will cost \$20,000,000. The resort city is aiming to catch more cargo and cruise operations.

The search for the wreck of the first steamship, the Savannah, will shift from underwater to under-sand. Divers decided it is not submerged, but buried under sand dunes. Digging machines will go to work near Bayshore, Long Island, to find her.

Alexandria, one of the great ports of ancient history, will get a brand new shipbuilding yard with the help of the Soviet Union.

Two giant Diesel-electric ice-breakers are being built in Finland for the Russians. The hulls are of all-welded construction with special steel of high impact strength to withstand thick Arctic ice. The Russians already own the biggest ice-breaker—the atom-powered Lenin.

On its maiden voyage, the Edward L. Ryerson—largest ore vessel ever on the Great Lakes—was moved as a "dead boat." Four tugboats and ship-to-shore mooring lines drew her along the Manitowish River, which was dredged and widened to allow the 730-foot hull to squeeze through.

A deep-sea tug towed two ships across the Atlantic, one cut up for scrap inside the other—which was cut up on arrival. The trip was made from Buffalo to Britain, where scrap prices are higher.



States, he made a special point of visiting Bridges' headquarters, going there twice in one day.

The latest junkets of ILWU delegations have taken them far and wide from Havana, where they signed a manifesto to fight in the defense of Cuba, to Moscow.

Among the reports brought back, one delegate noted of Poland that "collectiveness has become the best means for the advancement of these people and they are so well aware of it that collectiveness isn't left when the day's work ends. Instead collectiveness is in their homes in the form of apartments for the workers . . .

This is the delegation's way of reporting the serious overcrowding in Polish housing.

LABOR

'ROUND THE WORLD

TRADE UNION MEMBERS IN THE LITTLE PRINCIPALITY OF ADEN, a British colony which guards the southern entrance to the Red Sea, are getting an assist from the AFL-CIO and the International Confederation of Free Trade Unions in fighting repressive anti-strike legislation. The Federation has pledged full support to the Aden Trade Union Congress, which is protesting the British colony's recently-enacted laws banning strikes and requiring compulsory arbitration.

A two-man ICFTU delegation flew out to Aden to investigate the charges made by the Aden Trade Union Congress, and verified that public service workers in the colony as well as other groups were under the yoke of oppressive legislation.

Aden trade unions had called a general strike to protest the new legislation. As a result, 180 workers were fired for participating and the union group lost its license to publish its weekly journal.

The Aden trade union congress is just four years old and claims approximately 10,000 members. It has been an affiliate of the ICFTU since its formation.

AMONG OTHER PROBLEMS THAT HAVE ARISEN OUT of the troubles in the Congo are the lack of any adequate legislation on the wage standards and working conditions of workers in Congo industry. Like every other segment of Congo industry and government, there is also a severe shortage of labor specialists and administrators. As a result, an agreement has been reached between the International Labor Organization and the Congo government through which ILO will send advisers to assist in the drafting of social security legislation and minimum wage provisions for various regions and industries. Training programs will also be set up for labor inspectors and health specialists. Meanwhile, unemployment is a severe problem in the area, with 75,000 out of work in the capital city of Leopoldville alone. This is half of the city's work force.

ONE OF THE QUESTIONS RAISED BY THE BOOMING economy of Western Europe is how far and fast European unions are going to go to catch up to American standards. In the years that followed World War II, while Europe was rebuilding its wrecked economy with the help of Marshall Plan money, United States unions were forging far ahead in wages and working conditions. European unions, on the other hand, were being checked by a variety of Government controls, or by the prevalent notion that until the economies got back on their feet there was no point in pushing too hard for wage gains.

Consequently, the prevailing pattern was established under which European unions accepted far less in proportion than American unions were getting in their contracts, with the result that the gap between standards here and abroad grew wider and wider.

Meanwhile, the economy of many west European nations began to burst at the seams with strength and health. With the advantage of depressed wage levels and relatively new plant, the Europeans started invading traditional American markets as well as flooding the US domestic market with goods. And in return, American firms have started establishing branches overseas by the dozens to take advantage of lower wages and taxes, and to tap the European market.

However, it now appears that European unions are becoming relatively more aggressive about getting a fair share of the profits of industry. West Germany, in particular, is a case in point where wages have been low and profits astronomical up until now. But in recent wage settlements, West German unions have been biting sizable chunks for the nation's workers out of the country's booming economy. A very tight labor market and full employment have given the German unions a powerful bargaining weapon to start catching up with wage gains and working conditions in other western countries. For example, there are 500,000 job openings available, and only 119,000 unemployed.

As a result, unions in the iron and steel industry have been successful in obtaining 40-hour-week contracts while increasing base wages to compensate for the reduction in hours. Other new contracts are falling into an eight to nine percent wage increase pattern. Total wage increases involved will be on the order of \$250 million.

AMERICAN WORKERS WHO THINK THAT THEY HAVE BEEN troubled by problems of inflation should take a look at what's been going on in some South American countries. In Brazil, for example, the cost of living went up 52 percent in just one year. Government employees got a 40 percent increase, but at the rate that the Brazilian government is turning out paper money, the increase doesn't amount to much. All of this, of course, is grist for the Communist mill, and while the Communist Party is outlawed in Brazil, it has been making inroads in the labor movement accordingly.

UNEMPLOYMENT SEEMS TO BE CATCHING ACROSS THE BORDER. While in other industrialized nations the rate of unemployment is low, Canadians are suffering from a relatively high rate of joblessness. The unemployment rate is five percent there. In the United States, the latest unemployment rate is just under six percent.

Stay Put For Jobless Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address.

An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

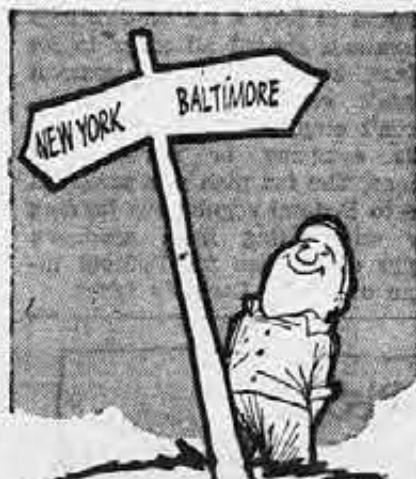
Maritime Roundup

Almost half a million dollars worth of contraband gold was found in bars on a Liberian-registry ship after it docked in Calcutta. The smuggled gold probably came from Hong Kong, to find a market in Calcutta goldsmith shops.

Egnatia is the name of the first ferry between Italy and Greece. It crosses the Adriatic five times a week, and averages 365 passengers and 98 cars on each trip. The run is 150 miles.

Portsmouth, New Hampshire, citizens are planning to put up a pier able to berth at least four of the largest ocean-going vessels. They want to make the city a big seaport.

Down south, Miami plans to wid-



**SEAFARERS
PORTO'CALL**

IN NEW YORK
675-4341

IN BALTIMORE
1216 E. BALTIMORE

Bloomfield 'Perfect' On Ship Cleanliness

HOUSTON—For the second year in a row, Bloomfield Steamship Company has achieved a 100 percent rating on all of its four ships in the U.S. Public Health Service ship sanitation inspection.

This unusual record in ship sanitation by the SIU-contracted company was the result of

Department. The company's commissary department generally follows a 50-point program for ship sanitation.

The combined efforts have led to 11 straight perfect scores in the inspection on various company vessels. The SS Lucile Bloomfield received the 100 per cent rating four years in a row, while the SS Neva West also scored perfectly for four straight years.

The SS Margaret Brown achieved a 100 per cent rating for three straight years while the SS Alice Brown compiled a perfect score for two consecutive inspection periods.

The stewards on the top-rated ships are E. L. de Parlier of the Lucile Bloomfield; George E. Hair of the Alice Brown; W. R. Geis of the Neva West, and W. W. Christian of the Margaret Brown.

Ship sanitation inspections cover such items as drinking water supplies, food preparation, food storage conditions, the cleanliness of messrooms and galleys and similar items. Companies receiving sanitation citations must score at least 95 percent on all their ships.



Geis



Christian



Hair



de Parlier

close cooperation between the steward department of the ships, the ships' crews, shore and ship employees of the company and the SIU Food and Ship Sanitation

SCHEDULE OF A & G 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	November 7
Philadelphia	November 8
Baltimore	November 9
Detroit	November 14
Houston	November 14
New Orleans	November 15
Mobile	November 16

NY Dockmen Get Second Pact Raise

A straight time increase of five cents an hour went into the pay envelopes of 30,000 New York waterfront workers on October 1. They also received one more paid holiday during the 1960 contract year, bringing the total number of paid holidays to seven.

The gains came under a contract negotiated last year by the International Longshoremen's Association with the New York Shipping Association, which represents 153 American and foreign-flag steamship lines doing business in New York.

Dockworkers now have a base pay rate of \$2.97 per hour. On October 1, 1961, this figure will go up an additional five cents an hour, bringing the base figure to \$3.02.

In a separately negotiated contract, port watchmen, beginning October 1, receive an increase of 24 cents a day.

Both contracts are for three years and expire in 1962.

Thanksgiving Day was selected by the longshoremen as their additional paid holiday.

Safety Representative Appointed In Gulf Area

Seafarer O. W. "Bill" Moody, who has been employed by the SIU in various capacities for a number of years in the Gulf area, has been named Assistant Safety Director by the trustees of the Seafarers Welfare Plan.

Moody will operate out of New Orleans, and cover the entire Gulf area, visiting the ships, and checking up on the operations of the program in all Gulf ports.



Moody

In the course of his operations, he will take up safety problems both with the crews of the ships and the company representatives in the Gulf area. There will be joint quarterly safety meetings in the Gulf of company and Union representatives in which he will participate.

The objective will be greater efficiency in carrying out the ship-board safety program with consequent further reduction in the injury rate.

Moody To Serve On New Orleans Planning Board

NEW ORLEANS—New Orleans Mayor Chep Morrison has announced the appointment of O. W. Moody as a member of the city planning commission. He succeeds Maj. Gen. Raymond E. Fleming, who recently resigned to become adjutant general of Louisiana.

Moody's term of office on the commission will run until June 30, 1968. In commenting on the appointment, Mayor Morrison declared that Moody's "extensive newspaper background and wide experience in port and labor problems will be invaluable to the commission's work."

Moody is a member of the New Orleans area AFL-CIO Central Labor Council executive committee and secretary to the executive board of the committee on political education.

Before coming into the SIU,

Moody had been city editor of the "Tampa Times." He had also been employed by the "Louisville Courier-Journal" and the "St. Petersburg Times."

'Wreck' Law Creates Few Indiana Jobs

WASHINGTON—Indiana's "right-to-work" law "has had negligible effect on the attraction of plant location or expansion in Indiana," according to a detailed survey by a prominent management research organization.

Forbes Marketing Research Inc., reported that only 60 of the 10,503 jobs created by industries which moved into Indiana since the enactment of the law in 1957 can be credited to the ban on the union shops.

The independent research firm interviewed officials of 55 new industries and 45 companies which conducted major expansions during the past three years.

'Not A Factor'

All of the largest new industries, and 93 of the firms, indicated that the "right-to-work" law was not even a factor in the decision to locate in Indiana. Market location, labor supply and raw material access were the principal factors listed by management.

Six of the seven new or expanded companies which did mention the law did not consider it a primary reason for locating in the state.

The survey, made at the request of the Indiana Council for Industrial Peace, demolishes a major argument of "right-to-work" supporters—that the compulsory open shop boosts the state's economy by attracting new industry.

The total number of new jobs brought in by firms which even mentioned the law as a factor amounted to only 0.6 per cent of the jobs surveyed.

Another One For Seafarers



Newest replacement launched for SIU-contracted Mississippi fleet, the new SS Del Sol creates a fountain of spray as she comes off the ways at New Orleans shipyard. She will be a combination passenger-freighter in African trade.

on the ball

NEWS

HEADLINES

IN REVIEW

ARAB LANDS MEET ON PLAN TO CUT OIL PRODUCTION, KEEP UP PRICES IN FACE OF WORLDWIDE OIL SURPLUS.

BRAZIL ELECTS CONSERVATIVE JANIO QUADROS... HE ASKS U.S. TO DELAY COLLECTION OF DEBTS OF BRAZIL TO THIS COUNTRY.

NEW JERSEY BOY SCOUT STARTS CROSS-COUNTRY WALK... OUT TO BEAT RECORD SET BY BRITISH WOMAN DOCTOR & TWO SOLDIERS.



KENNEDY-NIXON TV DEBATES ATTRACT WIDE AUDIENCE... CANDIDATES DIFFER WIDELY ON U.S. STRENGTH, PRESTIGE IN WORLDWIDE CONTEST WITH SOVIET BLOC.

PITTSBURGH PIRATES DOWN YANKEES IN 7TH GAME OF WORLD SERIES, 10-9, ON MAZEROSKI'S 9TH INNING HR.

SIXTY TWO LOST IN JET-PROP CRASH IN BOSTON HARBOR. BIRDS SUCKED INTO JET INTAKE BELIEVED RESPONSIBLE FOR DISASTER.

LEFT WING AND PRO-COMMUNIST BRITISH UNIONS GET TEMPORARY CONTROL OF BRITISH LABOR PARTY... PASS RESOLUTION CALLING FOR BRITISH TO DESTROY ATOMIC WEAPONS WHETHER OR NOT SOVIET UNION DOES SAME.



KHRUSHCHEV LEADS DRIVE TO REVAMP U.N. STRUCTURE TO REMOVE INDEPENDENT ADMINISTRATIVE SET-UP... RED CHINA GAINS VOTES IN ANNUAL ADMISSIONS TEST, BUT FALLS SHORT OF REQUIREMENTS.

NIGERIA LATEST AFRICAN STATE TO GAIN INDEPENDENCE... ORDERLY TRANSITION CONTRASTS WITH CONGO CONFUSION.



SEAFARERS ROTARY SHIPPING BOARD



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

September 1 Through September 30, 1960

Deep sea shipping activity in SIU ports was good during September when 2,496 Seafarers received employment aboard Union-contracted vessels. These job totals for the month indicate that an additional 194 jobs were shipped over the previous period, when 2,302 assignments were filled.

Ship activity took a drop during September compared to the previous month. A total of 422 vessels were either paid-off, signed on or serviced in transit during that month. In August 460 ships were serviced. Breaking down the September ship activity figure, there were 129 payoffs, 46 sign-ons and 247 ships in transit. New York handled 95 ships during the month, the highest for any port. New Orleans was

next with 52. The tipoff on the shipping rise was the increase in payoffs, with 19 more vessels in that category, despite the drop in total ship calls.

The highest number of payoffs, 40, were recorded by New York. Next in line was Baltimore, with 18 and New Orleans with 17. No payoffs were recorded at either Wilmington or Miami.

A and B registrations on the beach hit 3,284 men, almost exactly the same as in the previous month, which found 3,289 men on the beach on the last shipping day.

Best port for shipping during September was Houston, where 628 jobs were shipped. Next best: New York, with 451, and New Orleans, with 401 jobs shipped.

Ship Activity

	Pay	Sign	In	
	Offs	Ons	Trans.	TOTAL
Boston	8	—	5	13
New York	40	4	51	95
Philadelphia	12	6	17	35
Baltimore	18	11	16	45
Norfolk	2	3	21	26
Jacksonville	2	3	21	26
Miami	—	—	4	4
Mobile	14	3	12	29
New Orleans	17	10	25	52
Houston	8	1	39	48
Wilmington	—	—	18	18
San Francisco	5	5	11	21
Seattle	3	0	7	10
Totals	129	46	247	422

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	7	8	6	21	0	4	3	7	2	9	3	14	0	1	4	5	0	1	3	4	14	5	4	23	11	21	9	41	0	5	2	7
New York	46	80	22	148	3	15	25	43	39	70	20	129	2	2	19	23	0	2	5	7	129	23	7	159	97	165	45	307	4	25	37	66
Philadelphia	4	23	4	31	0	5	4	9	9	20	8	37	1	3	4	8	0	0	0	0	37	8	0	45	15	29	5	49	0	3	4	7
Baltimore	23	47	13	83	1	12	26	39	25	37	11	73	5	8	15	28	0	2	0	2	73	28	2	103	50	74	15	139	2	14	40	56
Norfolk	9	17	4	30	0	4	6	10	6	7	2	15	1	5	7	13	3	1	0	4	15	13	4	32	6	16	4	26	0	3	6	9
Jacksonville	9	5	1	15	0	9	8	17	5	3	1	9	1	3	2	6	1	1	2	4	9	6	4	19	12	9	0	21	0	6	10	16
Miami	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3	8	0	0	0	0
Mobile	19	20	10	49	0	5	5	10	11	11	4	26	0	2	8	10	0	0	1	1	26	10	1	37	31	36	11	78	0	6	10	16
New Orleans	38	52	18	106	2	15	16	33	34	54	17	105	4	12	13	29	2	4	6	12	105	29	12	146	59	91	28	178	1	13	26	40
Houston	53	88	29	170	2	38	36	76	51	78	35	164	4	20	35	59	2	5	5	12	164	59	12	235	42	47	19	108	5	13	10	28
Wilmington	8	5	1	14	0	1	5	6	6	7	1	14	2	4	4	10	1	1	2	4	14	10	4	28	11	9	0	20	0	0	4	4
San Francisco	17	31	5	53	4	7	3	14	11	27	7	45	1	1	6	8	0	0	3	3	45	8	3	56	23	20	4	47	3	6	3	12
Seattle	13	12	3	28	1	10	12	23	6	14	3	23	1	10	9	20	0	3	1	4	23	20	4	47	16	16	4	36	1	13	7	21
TOTALS	246	391	116	753	13	125	149	287	205	338	112	655	22	71	126	219	9	20	28	57	655	219	57	931	375	536	147	1058	16	107	159	282

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	1	4	1	6	0	4	3	7	1	4	3	8	0	3	5	8	0	2	1	3	8	8	3	19	2	11	2	15	2	3	2	7
New York	32	103	18	153	4	21	16	41	17	75	13	105	1	20	18	39	2	4	6	12	105	39	12	156	52	131	23	206	5	34	26	65
Philadelphia	0	14	5	19	0	1	4	5	1	17	4	22	0	6	9	15	0	2	0	2	22	15	2	39	1	20	8	29	0	2	3	5
Baltimore	7	47	5	59	4	24	26	54	0	42	4	46	4	38	18	60	0	5	3	8	46	60	8	114	11	67	6	84	2	27	32	61
Norfolk	2	13	2	17	2	6	10	18	3	6	4	13	1	3	2	6	0	0	4	4	13	6	4	23	1	10	3	14	0	5	7	12
Jacksonville	1	5	0	6	0	2	5	7	0	2	0	2	1	1	1	3	0	1	3	4	2	3	4	9	2	5	0	7	0	3	4	7
Miami	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	1	0	3	4	0	3	0	3	0	0	0	0
Mobile	3	21	7	31	0	3	6	9	0	15	5	20	0	1	3	4	0	0	0	0	20	4	0	24	15	40	6	61	0	7	6	13
New Orleans	16	40	11	67	2	23	1	26	16	52	9	77	1	13	9	23	0	12	6	18	77	23	18	118	30	77	19	126	3	28	23	54
Houston	35	105	11	151	5	55	21	81	31	88	13	132	3	45	35	83	0	10	12	22	132	83	22	237	41	45	3	89	2	11	5	18
Wilmington	2	14	2	18	0	3	2	5	2	12	2	16	0	8	1	9	0	1	12	13	16	9	13	38	2	0	0	2	0	2	3	5
San Francisco	4	20	6	30	1	3	3	7	3	22	7	32	0	5	3	8	1	0	0	1	32	8	1	41	9	24	4	37	1	5	2	8
Seattle	3	15	6	24	1	14	3	18	3	18	2	23	0	4	2	6	0	1	3	4	23	6	4	33	5	19	5	29	2	16	3	21
TOTALS	106	404	74	584	19	159	100	278	77	354	66	497	11	147	106	264	3	40	51	94	497	264	94	855	171	452	79	702	17	143	116	276

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	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston.....	3	1	2	6	3	0	3	6	4	0	2	6	0	0	4	4	0	0	3	3	6	4	3	13	4	3	6	13	3	0	4	7
New York.....	35	20	66	121	3	2	20	25	23	14	59	96	1	0	26	27	0	0	13	13	96	27	13	136	76	32	115	223	4	6	36	46
Philadelphia.....	10	3	8	21	0	0	8	8	9	3	11	23	0	0	8	8	0	0	3	3	23	8	3	34	11	8	6	25	0	1	8	9
Baltimore.....	27	9	26	62	0	3	22	25	21	6	30	57	1	1	15	17	0	0	9	9	57	17	9	83	53	12	34	99	0	2	22	24
Norfolk.....	6	3	4	13	1	4	6	11	2	3	2	7	1	0	5	6	1	0	1	2	7	6	2	15	4	3	4	11	2	3	5	10
Jacksonville.....	11	3	2	16	0	2	6	8	7	2	0	9	2	0	4	6	0	0	5	5	9	6	5	20	15	2	2	19	1	1	6	8
Miami.....	2	0	2	4	0	0	1	1	0	1	1	2	0	0	0	0	0	0	0	0	2	0	0	2	5	0	3	8	0	1	1	2
Mobile.....	11	4	19	34	0	0	23	23	9	2	15	26	0	0	9	9	0	0	0	0	26	9	0	35	29	11	39	79	0	0	29	29
New Orleans.....	22	11	55	88	1	1	28	30	23	8	56	87	2	4	34	40	0	0	10	10	87	40	10	137	37	13	77	127	0	1	58	59
Houston.....	41	17	29	87	5	8	39	52	40	14	37	91	1	3	37	41	1	0	23	24	91	41	24	156	13	18	16	47	3	1	17	21
Wilmington.....	4	3	5	12	0	2	0	2	3	4	3	10	0	0	3	3	0	1	2	3	10	3	3	16	7	2	5	14	2	0	1	3
San Francisco.....	14	6	16	36	0	0	9	9	5	3	16	24	0	0	3	3	0	0	3	3	24	3	3	30	17	5	19	41	0	0	5	5
Seattle.....	6	4	2	12	5	3	13	21	6	2	11	19	2	0	8	10	0	0	4	4	19	10	4	33	13	2	2	17	3	4	13	20
TOTALS	192	84	236	512	18	25	178	221	152	62	243	457	10	8	156	174	2	1	75	79	457	174	79	710	284	111	328	723	18	26	205	243

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Progress On Safety In Action

The evidence of what can be done to improve and encourage shipboard safety is pretty clear today. By means of a joint labor-management program such as we have on SIU ships, safety has become a way of life aboard SIU vessels instead of just a lot of talk and gimmicks. The gimmicks help, of course, but the attitude on all sides is what's important. With the proper teamwork between everybody ashore and the gang on the ships, a lot can and is being done.

Look at what's been accomplished on Alcoa ships, for example, for the last few years. Alcoa has won the top award in the business for two years running and missed it by a hairline in 1957. This didn't happen overnight; it just shows that cooperation and teamwork can get it done. Other SIU companies have developed fine safety records, improved records, all along the line.

The Safety Department began taking a count a few weeks ago on the number of SIU ships that have gone without a disabling accident for six consecutive months since the start of 1960. We've already come up with the names of 21 such vessels, and suitable awards are being prepared and presented. (See photos on Pages 1 and 2.)

On these 21 vessels, a total of 225 crewmembers were aboard for the full time. This covers approximately a third of the jobs on those ships. In addition, many hundreds of men, who were aboard the award-winning ships at some time during the period, also contributed to this kind of progress. They are also doing the same on other ships.

This first "honor roll" of accident-free ships includes the following: Raphael Semmes (Sea-Land); Emilia (Bull); Seatrain New Jersey (Seatrain); Del Sol, Del Alba (Mississippi); Alcoa Corsair, Alcoa Partner (Alcoa); Steel Voyager (Isthmian). Waterman itself has 13 of them: Andrew Jackson, Antinous, Choctaw, Claiborne, DeSoto, Hurricane, Iberville, Kyska, Maiden Creek, Topa Topa, Warrior, Wild Ranger and Young America. Some 20 other ships that we know of will be on this list shortly. This is a pretty solid achievement, and the record can only get better from here on in.

A long-range effort through shoreside training and upgrading schools is another of the many details that go into making safety-awareness a real part of the seaman's job. The SIU Lifeboat Training School has a near-perfect record of 97 percent in training men from all departments for that important lifeboat ticket. A total of 356 out of 368 trainees to date have cleared the Coast Guard exam. Add to this another 76 success stories in upgrading men for AB tickets, or as firemen, electricians, oilers and other black gang ratings. Here's the story again in a nutshell: Training, Teamwork and Cooperation, as firemen, electricians, oilers and other black gang ratings. All of this training, in addition to developing job know-how, is aimed at making SIU men and ships the safest on the seas.

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

What's Wrong With This Picture?



Safety goggles are a wonderful invention to protect that precious commodity, human eyesight. But they aren't miraculous. And it would take a miracle for safety goggles to protect the eyes when they are up in the middle of the forehead, or worse hanging on a hook. Miracles don't happen that often. Better wear those goggles over the eyes where they belong.

**An SIU Ship
Is A Safe Ship**

Seafarers Draw Free Series Ducats



SIU headquarters employee assists Union Representative E. B. McAuley at shipping hall drawing for free World Series tickets. Some two dozen tickets were distributed to lucky Seafarers for the New York games of the Series at Yankee Stadium. Pirates took the Series at final game in Pittsburgh.

Casey Sues Seatrain Co.

Ralph Casey, president of the American Merchant Marine Institute, has filed notice of a lawsuit against the SIU-contracted Seatrain Line, it's been reported. Casey was a passenger on the ferryboat Chatham of the Delaware and Lackawanna Railroad, when the ferry collided with the Seatrain Georgia on the Hudson River.

According to the "New York Herald Tribune" of August 30, Casey testified that when the ferryboat docked after the accident, he jumped to the dock from the second deck and sprained his ankles. The rest of the passengers, except for a few injured, walked off the ferry.

Casey has been critical in the past of seamen who file lawsuits against shipping companies. He declared at last year's National Safety Council meeting that the responsibility for most injury lawsuits can be placed on the "physically and mentally unfit, the chronic troublemakers and claim contrivers."

Safety Body Cites Two SIU Ships

Two SIU-contracted vessels, the Alcoa Partner and the Alcoa Roamer, were among 27 American-flag ships receiving certificates of honor for accident-free operation. The Roamer topped all freighters with a mark of 1,404 accident-free consecutive days. The Partner came third in the nation with a mark of 877 days.

Any merchant vessel of United States registry becomes eligible for the award at the end of two calendar years of operation without a lost-time accident. The awards dated back to 1953.

The certificates were presented by the Marine Section, National Safety Council, and the American Merchant Marine Institute, in noontime ceremonies at the New York Yacht Club.



Gleason Honored By 1,300 At Dinner

An audience of some 1,300 labor and management representatives turned out at a fund-raising testimonial dinner in honor of Teddy Gleason, general organizer of the International Longshoremen's Association, at the Waldorf-Astoria, September 24. The proceeds of the dinner went to the City of Hope, an organization which maintains a hospital outside Los Angeles for treatment of

and other activities of the ILA and is currently helping resolve the problems raised by the development of container ships.

Among those attending, aside from trade union representatives, were representatives of the New York Shipping Association, the American Merchant Marine Institute, various Government agencies, the trucking industry and the New York Waterfront Commission.

The commission was the target of critical comment at the dinner from SIU President Paul Hall, who was one of the speakers. Hall noted that the cost of the Commission was a burden upon the entire steamship industry in the Port of New York, and declared that its existence was an unnecessary imposition on the port and on longshoremen. The commission, he declared, should be abolished, and the operations of the port and conditions of employment left to free collective bargaining between the ILA and the employers.

Gleason has been active on the New York waterfront for 46 years, starting as an office boy, and becoming successively a longshoreman and a checker. He has been head of the port checkers local union since 1934 and was named an organizer of the ILA in 1947, becoming general organizer subsequently.



Teddy Gleason

victims of serious long-term ailments such as cancer.

Gleason's selection as the guest of honor was made on the basis of his leadership in the maritime labor field in the Port of New York. As general organizer of the ILA, he has played a prominent role in the negotiation of contracts

KNOWING YOUR SIU CONTRACT



ARTICLE II. SECTION 60. VESSELS IN IDLE STATUS. When a vessel is inactive in a United States port for any reason for a period of 10 days or less, the Unlicensed Personnel shall be kept on board at the regular monthly rate of pay. However, when it is expected that said vessel will be idle for a period in excess of 10 days, the Unlicensed Personnel may be reduced on arrival. Should the vessel resume service within 10 days, the vessel's Unlicensed Personnel who are entitled to return to the vessel, shall receive wages and subsistence for the period for which they were laid off.

Questions have been raised on more than one instance about what happens when a company orders a crew for a ship that has already been in lay-up for 10 days. If the crew is ordered to report to the job on the 10th day, then the provisions of the article apply; namely, that the original unlicensed personnel can claim their jobs back plus receiving wages and subsistence for the period for which they were laid off.

However, this does not apply if the crew is ordered on the tenth day to report to work the following day, in this case the 11th day. In such circumstances, it is as if an entirely new crew is being called and the jobs are called off the board in the usual fashion. The previous crew does not have any preference, nor do they collect wages and subsistence.



THE SIU INLA

60-Day Delay:

President Bars RR Tug Strike; Names Fact-Finder Group

The SIU Railroad Marine Division's plans for a strike against seven major railroads were postponed late last month after President Eisenhower signed an executive order under the Railroad Labor Act calling for a fact-finding board to investigate and mediate the dispute between the roads and the Union. The action postponed the strike for at least 60 days. The board called its first meeting with the Union and the railroads on October 6.

The Marine Division, a segment of the SIU Inland Boatmen's Union, had, after many months of fruitless negotiations, refused an earlier Federal offer of arbitration. This decision was based on the railroads' repeated stubborn refusal to listen to any and all demands put to them by the Railway Harbor Council which, along with the Railroad Ma-

rine Division, bargains for the Marine Engineers Beneficial Association and the Masters, Mates and Pilots. The Marine Division itself represents 850 deckhands who are employed aboard harbor tugs.

Union and railroad representatives met for the first time last November to discuss demands for a new agreement under the Railway Labor Act. The major gains sought for the deckhands were:

- A minimum manning scale for all steam and diesel tugs and ferries which was in effect as of November 1, 1959.
- A general wage increase of 55 cents an hour.
- Four additional paid holidays.
- A pension and welfare plan similar to that covering deepsea members of the SIU.

The Railroad Marine Division will stand pat on its original demands, according to one source.

Meanwhile, the fact-finding board has 30 days in which to investigate the dispute, and another 30 days in which to file a report on their findings. If no agreement is reached at the end of this period, the Union will be free to take any action it deems necessary to protect the interests of its membership.

Companies involved in the contract dispute include the Pennsylvania, New York Central, Baltimore and Ohio, New Haven and other major railroads which use carfloats to transport railroad freight cars to and from various harbor-side terminals in the Port of New York.

Balt. Tugs Get 30-Cent Pay Raise

BALTIMORE—The Inland Boatmen's Union of the SIU has signed a three-year contract with major tug operators in Baltimore harbor, calling for a 30-cent across the board pay increase plus increased contributions to the SIU Welfare Plan.

The new contract, signed October 7, runs from October 1, 1960, to September 30, 1963.

The increases are: a 14-cent per hour increase for the first year; an eight-cent per hour increase for the second year, and another eight-cents hourly the third year.

In addition, the companies will pay an extra 40 cents per day to their present daily contribution to the SIU Welfare Plan.

The effect of the pay hike the first year will bring hourly wages to \$2.71 for captain; \$2.39 for mates; \$2.70 for engineers; \$2.33 for firemen, and \$2.17 for deckhand.

When boats are on the bay, men will be paid the hourly harbor scale at 12 hours straight time.

The contract involves Baker Whiteley Towing Co.; Baltimore Towage and Lighterage Co.; Curtis Bay Towing Co.; Charles Harper Co. and Atlantic Transport.

The activities of the various inland boatmen, railroad marine tugs, deep sea tugs and harbor craft under the SIU banner are dealt with here. The SIU family includes various groups of boatmen throughout the nation—on the Atlantic and Gulf Coasts, on the Mississippi and Ohio Rivers, the Great Lakes and in Pacific Coast ports. These craft operate in support of deep sea shipping and supplement such shipping in confined waters. Their activities concern all seafaring trades.

Philly Tugmen In Camera Range



The interior of CG Willis' new cargo barge Christopher Willis (above), which arrived at Paulsboro, NJ, recently, shows the capacity of the huge craft. The company plans to get three more similar barges to compete with rail carriers.



The crew of the tug Jack (photo right) poses on the boat deck at Paulsboro. They are (l to r) Hiram Lupton, skipper; Roger Fulford, OS; John Brickhouse, cook; Lloyd Piner, engineer; Curtis O'Neal, mate; William Baum, engineer, and Glen Forney, OS.

The crew of the Jack working on a wrist pin in the engine room (photo right) are: Piner, Baum, Fulford and O'Neal. On the deck of the Willis tug Williston the crew coils a 10-inch hawser (bottom photo): Earl Mitchell, Hereford Rice, Wayne Watson and Curtis Carawan.



Arundel Starts Two-Mile Bethlehem Dredge Job

BALTIMORE—Arundel Dredging Corp., contracted to the Inland Boatmen's Union of the SIU, is dredging a two-mile channel for Bethlehem Steel Company at the Sparrows Point, Md., steel plant.

The IBU is furnishing crewmen for tugs being used in the big dredging operation. Two dredges are currently working on the job and others may be added later. The job is expected to last at least 16 months.

The 33-foot ship channel will run 9,000 feet from the main Baltimore harbor waterway, the Brewerton Channel, to a 1,000 foot ship turning basin at a new marine terminal complex being built by the steel company on the eastern end of Sparrows Point.

Construction of the channel, which is to be 250 feet wide, will require dredging approximately three and a half million cubic yards of material.

The channel job, and the marine terminal project, are part of the

current 800,000-ingot-ton-expansion of the nation's largest steel plant. A steel piled wharf will be constructed which will provide an ultimate dredged depth of 45 feet below mean low water to accommodate future deep-draft ocean-going vessels.

Part of the program which will bring the plant steel capacity to 9,000,000 ingot tons a year, the wharf will be about 850 feet long and will eventually accommodate four deep-sea vessels.

Steel products from Bethlehem plants at Williamsport and Lebanon will be shipped across the wharf as well as products from the Sparrows Point operation. Shipments from the new terminal will go to Pacific, South Atlantic and Gulf Coasts as well as overseas.



INLAND BOATMAN



West Coast Tugs Get Around; One Enroute To Japan

SEATTLE—They call the union the Inlandboatmen's Union of the Pacific, but in some respects, the name doesn't fully describe the function of the Pacific Coast tugboat union. While most of its membership is employed on tugs, ferryboats, barges and other vessels in Pacific Coast coastal and river waters, part of the operation involves long offshore tows.

Captain John Fox, president of the union, reports that a "substantial number of members are employed on tugs engaged in coastwise and ocean towing. The operations of the ocean-going tugs are far-flung. This summer, tugs manned by the Inlandboatmen's Union were operating in the Arctic Ocean, the Bering Sea, the South Pacific and to the Orient."

In fact, one of the tugs manned by the union's members, the *Salvage Chief*, is presently en route to Japan. She has in tow an obsolete US aircraft carrier, the USS *Matankau*, which has been sold for scrap to be cut up in the Orient.

The first leg of the tow is non-stop to Wake Island. From there, the *Salvage Chief* will head to Yokohama. She will return light via the great circle route, passing just south of the Aleutian Islands. This, of course, is a far shorter run, but the southerly route was chosen for the outbound leg for safety reasons.

The *Salvage Chief* is a combination tug and salvage vessel operated by Pacific Inland Navigation.

As is to be expected, she is considerably larger than most tugs, being 192.6 feet long with a 34-foot beam. The 725-gross ton vessel develops 3,600 horsepower.

Seafarers had the opportunity to see her in action when the *Yorkmar* (Calmar) grounded on the Oregon Coast during a dense fog. The *Salvage Chief* was hired to haul her off the beach.

Aside from operations out of San Diego, San Pedro and San

Francisco, Calif.; Portland, Ore.; and Ketchikan, Alaska.

Seattle, the IBU has divisions in

Okay New Constitution For Tugmen

By an overall majority of better than nine to one, the membership of the Harbor and Inland Waterways Division has approved a revised constitution, setting up the organization as the Inland Boatmen's Union of the Atlantic, Gulf, Lakes and Inland Waterways District.

Voting on the referendum took place in the ports of Boston, Philadelphia, Baltimore, Norfolk, New Orleans and Houston.

The IBU has been set up in three sections, one on the Atlantic Coast, one on the Gulf Coast and one on the Lakes. The present interim officers of the IBU will serve without pay until May, 1961, when officers for the division will be elected at a convention. The administrative machinery includes a national director, secretary-treasurer and an executive board.

The IBU is one of several divisions of the SIU, others being the Marine Allied Workers Division, Puerto Rican Division.

On the Pacific Coast, tugboatmen and harbor workers are represented by the Inland boatmen's Union of the Pacific, a West Coast affiliate of the SIU of North America.

Tugboatman Retires



Retired G&H tugboatman Larry Seesholtz (left) receives his initial disability-pension benefit check from Houston port agent Bob Matthews in the living room of the Seesholtz home. The 58-year-old boatman was forced into retirement by an arthritic condition.

Houston Tugman Retires Under SIU Benefit Plan

HOUSTON—The first tugboatman in the G&H fleet to go on the disability-pension benefit, Lawrence Seesholtz, is now taking life easy in retirement. Seesholtz, who is 58 years old, has been forced to quit sailing as the result of an advanced arthritic condition.

As a result he is now receiving the \$35 weekly benefit which is paid to all recipients of the SIU's disability-pension benefit. The payment is in addition to benefits which can be collected either under the disability or old age provisions of the US Social Security program.

Seesholtz has been employed by

G&H since September 8, 1947, as a deckhand. He is a resident of Galveston. G&H is the largest tug operator in the Houston area.

The first disability benefit for Seesholtz was, in a sense, an anniversary present, since the veteran tugboatman recently celebrated his 40th wedding anniversary.

4 Hospital Benefits Aid Mobile Man

MOBILE—Welfare plan coverage for members of the SIU Inland Boatmen's Division has paid off several times in recent months for Chalmers Money, a member of the division in this port. Money filed four claims for benefits in the past seven months covering illness and hospitalization for his wife and received a total of \$927.55 to meet her medical expenses.

The coverage included hospital room and board benefits, hospital extras and doctors visits to the hospital. Mrs. Money was confined for a variety of ailments including arthritis.

Money, who is employed by the Mobile Towing and Wrecking Company, would have been hard-pressed to meet his medical expenses were it not for the coverage.

Otherwise, activities in the port have been running smoothly with the only beefs of any consequence concerning seniority items. These have been satisfactorily resolved. The port missed out on its September IBU meeting, because that was the day that Hurricane Donna blew into town, and made it too gusty and too wet for even the hardest sailor to get about the streets.



Prepare For Lakes Welfare Plan Talks

DETROIT—Getting set for welfare and pension talks with Great Lakes dredge and tug operators, officers of the dredge workers and tug workers unions on the Lakes are studying various union plans in this area.

The presidents of the two unions, Bob Jones of the Dredge Workers and Gus Wolf of the Tug Workers, visited the SIU's headquarters in Brooklyn to review the operations of the SIU benefits plans, as well as those of the Marine Engineers and the Operating Engineers Local 25, which is an East Coast dredge workers union.

Under consideration is a proposal that the tug and dredge workers be covered by the SIU Welfare Plan, since this would enable the groups to provide immediate coverage for their membership without first accumulating reserves over a long period of time. If they initiated their own plan from scratch, it would take many weeks to provide coverage.

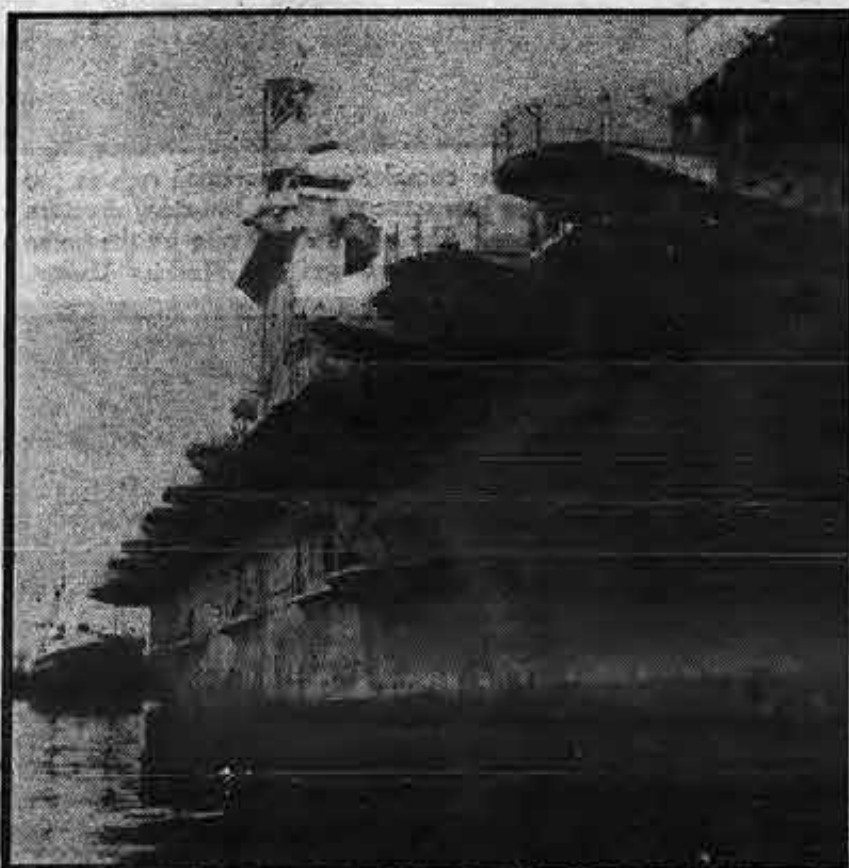
It is expected that the proposals for welfare coverage would be submitted to the operators at negotiation meetings starting next March.

In another contract area, the Dredge Workers Union has obtained a special portal and transportation agreement to cover specific projects in Sault Ste. Marie, the "Soo" canal area.

Great Lakes Dredge & Dock, and Price Brothers-McClung, agreed to a special portal and transportation rate which will be paid to dredge workers in lieu of room and board.

Great Lakes Dredge agreed to pay a special rate effective August 15, 1960, on existing projects at Bridge Island and Round Island. Price Brothers also agreed to a special rate for the duration of their project at Little Rapids Cut and for all subcontracts at Round Island from the Great Lakes Dredge and Dock Company.

The only stipulation is that these agreements would not be binding if there are radical changes in the 1961 master contract negotiations.



Tug *Salvage Chief* takes US aircraft carrier *Matankau* in tow for long haul to Japan where she will be cut up for scrap. Tow is passing via Wake Island so as to avoid North Pacific storms.

Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every month to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, three copies of the LOG, the headquarters report and minutes forms are then airmailed to the company agent in the next port of call.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer so requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.



THE GREAT LAKES



A visit to the Dossin Great Lakes Museum located on Belle Isle in Detroit proved to be an interesting experience for two veteran SIU sailors. Standing behind a binnacle is John Magie, porter, and next to him, holding on to the rail, is Dewey Bellant, AB. The museum, which is open to the public, contains paintings and models of Great Lakes ships, sea instruments and many other items familiar to sailors, such as a Lyle gun.

Museum Recreates Life On The Lakes

Do you know what the first boat to sail on the Great Lakes was? Do you know what a half model is and why ship builders once used them? Have you ever seen a patent log, chip log or a taffrail log? Are you familiar with the work of the United States Survey Department? Or do you know the complete story of Great Lakes shipping from its beginning to the present time?

If the answer is "No" to any of these questions, then the Dossin Great Lakes Museum, located at Belle Isle Park in Detroit, is the place for you to go. Seated on the bank of the Detroit River, the newly-built bluish-grey brick structure is visible from any boat passing the Island.

Dedicated on July 24 of this year, the museum's christening was a symbol of its purpose. The bottle used for the baptism contained a sample of water from all five Great Lakes.

There are many displays, such as the one called "Things of the Sea," which shows a mariner's telescope, pressure depth gage, compass deflector, sextants and a message tube to be thrown overboard with the ship's papers in the event of

disaster. Another display tells the "Language of the Lights." By pressing any button in a row a different screen is illuminated showing how ships communicate with each other through the use of lights as, for example, a steamer under way and a steamer not under command.

Models of SIU-contracted ships as well as other ships from the start of Lakes' sailing to now are exhibited. Paintings of the D&C boats, freighters and many different Lakes scenes are hanging everywhere. You'll see a scale model of the St. Lawrence Seaway, all the knots a sailor should know, and a room facing the river with a wheel, telamotor and gyroscope, making you feel as if you were in the pilot house of a Great Lakes ship.

The Dossin Great Lakes Museum on Belle Isle in Detroit is open Wednesday through Sunday from 11 AM to 6:45 PM and there is no admission charge.

Great Lakes Shipping Sept. 2 — Sept. 30, 1960

PORT	DECK	ENGINE	STEWARD	TOTAL
Alpena	27	22	12	61
Buffalo	101	66	38	205
Chicago	19	19	9	47
Cleveland	44	16	6	66
Detroit	137	113	42	292
Duluth	38	32	6	76
Frankfort	24	30	19	73
Toledo	53	33	15	101
TOTAL	443	331	147	921

Alpena Sees New Jobs

ALPENA—There was a shipping decline in September, but Port Agent Norman Jolicœur says that more jobs are expected with the new fleets coming into the SIU.

The SIU-contracted Arnold Transit Company has laid up five of its ships with the end of the vacation trade to Mackinac Island.

There are only 16 pints left in the blood bank—its lowest point this year. The following SIU members and families have used it: Joseph Cebula, four pints; Anthony Kowalski, three pints; Joseph Baker, three pints, and Ronald Aitkens, two pints.

Forty-four silos have been built for cement storage in the Huron Portland Cement plant.

~ ~ ~

Buffalo Gets Hall

BUFFALO—Eight boats, temporarily idle during the grain elevator strike, have been fitted out, reports Roy Boudreau, Port Agent. Four are now in with storage grain and more are expected soon. Predictions are that Buffalo is to have the biggest lay-up fleet this year in storage grain.

By this time, the members will have been getting accustomed to their new Buffalo hall.

~ ~ ~

Toledo Shipping Fair

TOLEDO—Shipping in Toledo has been fair. Several men from laid-up Boland and Cornelius ships have taken advantage of their new affiliation with the SIU by getting jobs with other SIU fleets. Port Agent Ed Doherty says that seamen from the Columbia, Hanna and Cleveland Cliffs fleets who have visited the hall are worried about being sold into another shoreside union. They don't want to be deprived of a bona-fide seamen's union. They intend to fight this company-sponsored deal just as hard as the Boland men fought the Teamsters.

Shipping hit a busy peak when two Tomlinson ships, the Merton E. Farr and the Ball Brothers, crewed up to go up for storage grain.

~ ~ ~

Chicago Hails Paper

CHICAGO—The "new look" in the September issue of the Great Lakes Seafarer was a great success, and not only for members. Businesses on the GLS mailing list

The SIU Great Lakes Union is a union of, by and for Great Lakes seamen which has made tremendous progress in advancing the security of SIU men sailing under its banner. One of its greatest accomplishments is the seniority and job security system which gives Lakes men protection under the seasonal shipping set-up. Once confined to inland waters, activities of SIU men on the Lakes now have greater significance with the opening of the Seaway and its use by hundreds of deep sea ships. The Lakes have become America's fourth seacoast and developments there are of increasing interest to all men in the SIU family of unions.

Lakes Port Reports

called up to have their usual allotments doubled.

There has been a slight dip in shipping here, but meanwhile the fellows are relaxing in the comfortable leather chairs in the hall and enjoying television and coffee made fresh each morning by Brother Jimmy Farnen. Usually the wait for work is a short one.

~ ~ ~

Frankfort Jobs Steady

FRANKFORT—The hunting season is coming up, and shipping is on a steady course, reports Port Agent Floyd Hammer.

Brothers Carl Anderson, oiler, Chet Burley, lookout, and William Fisher, steward, as well as Hammer, were in SIU headquarters during the last week of September for contract negotiations.

Ann Arbor No. 5 is still in the shipyard for repairs. Brother Norman Hubbell is recovering in the Marine Hospital. All of the members express their sorrow on the death of Brother Palmer Smith in a house fire.

~ ~ ~

Cleveland Is Active

CLEVELAND—Movements of grain from the upper Lakes to ports in Lake Erie are keeping things active here, according to Port Agent Stanley Wares. Members have a very short wait for jobs.

Coronet Magazine in its September issue mentions some of the

many SIU services in the article, "Labor's Own Special Services," Wares notes.

~ ~ ~

Duluth Jobs Secure

DULUTH—The 1960 shipping season is considered one of the worst in memory, but not for SIU seamen, according to Port Agent Gerald Westphal. The SIU moved close to 100 jobs here in the last 30 days. Scores of non-union seamen from many of the unorganized fleets have been seeking membership books. Some of them have several years' seniority, yet have been bumped back and out of jobs by officers.

Westphal adds that the Pickands-Mather Company is a prime example, with less than 10 ships out of a 32-ship fleet now operating.

~ ~ ~

Crews Discuss Procedures

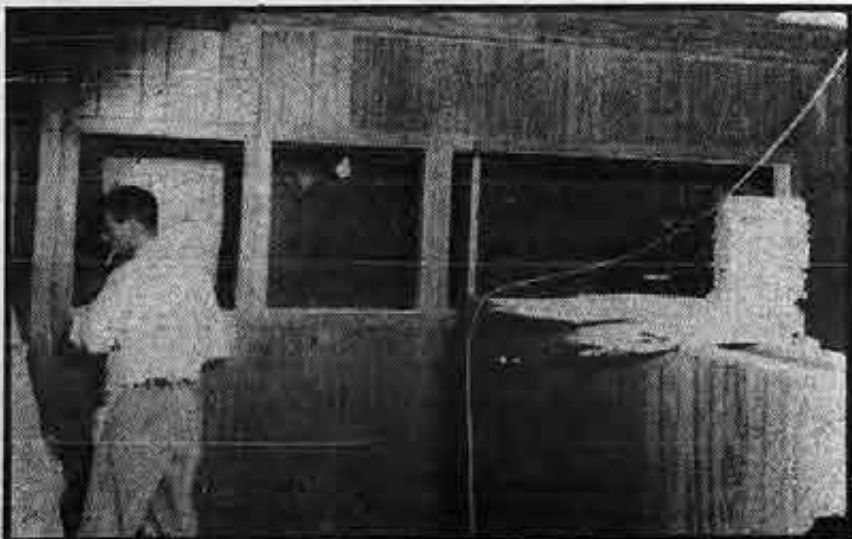
DETROIT—Representatives elected by the crews of the six Steinbrenner vessels will meet in Detroit on October 24 and 25 to study SIU representation procedures and offer proposals on working rules. Steinbrenner has already signed an interim agreement as well as the SIU job security program and the trust agreement for Welfare.

Crew representatives of Buckeye and Pioneer will also be coming in to Detroit for two-day meetings shortly. The men of B&C will meet after lay-up.

Buffalo Hall Almost Ready



New SIU Buffalo hall is near completion as workmen rush to put the finishing touches on the Tennessee red brick, two-story structure located at 749 Washington. The new hall will also be the home of the SIU-affiliated Dredge Workers' and Tug Workers' Unions.



Inside the new Buffalo Hall simulated cherry and walnut wood panelling is being finished off in preparation for the SIU membership, which will shortly be enjoying part of the hall's facilities.

LAKES SEAFARER



Great Lakes Election Committee Reports



Shown above is the SIU membership-elected committee on election, whose report on the SIU Great Lakes District's 1960 biennial elections of officials was read at membership meetings in all Great Lakes ports last month. The report showed the following officials elected: Secretary-Treasurer, Fred Farnen; Assistant Secretary-Treasurer, Stanley F. Thompson; Alpena agent, Norman Jolicœur; Buffalo agent, Roy J. Boudreau; Cleveland agent, Stanley Wares; Detroit agent, Edmund J. Doherty; Duluth agent, Gerald Westphal; Frankfort agent, Glen H. Beaucock. The committee was composed of (l-r) Claire Otis, Richard Ragnoni and Vern Ratering.

SIU Launch Proves Top Servicing Aid

Since the SIU service launch was first put into commission six months ago at Algonac, Mich., it has made more than 487 trips carrying SIU representatives to SIU vessels passing in the river.

This means that every SIU ship was serviced by a representative at least once each month. In addition to this, every SIU ship was boarded at least once during the month of August so that every SIU member had an opportunity to vote in the Great Lakes District officials election.

The 26-foot Chris Craft, with the big SIU sign is serving an important role for SIU members, for by placing Union representatives aboard in Algonac, on ships going to Detroit or to Port Huron, it has cut the riding time in half.

Last year, before the launch was put into operation, SIU patrolmen had to ride each ship for better than six hours from Detroit to Port Huron or vice versa. Now the launch has cut the trip to three hours which gives ample time to settle crew problems and to keep the members abreast of developments in the Union. It also allows the SIU to service more ships in a shorter span of time.

SIU Great Lakes Union Halls

HEADQUARTERS
10225 W. Jefferson, River Rouge 15, Mich.
Vinewood 3-4741
Fred J. Farnen, Secretary-Treasurer
Stanley F. Thompson, Asst. Sec.-Treas.
ALPENA.....127 River St.
Norman Jolicœur, Agent, Elmwood 4-3616
BUFFALO, N.Y......85 N. Pearl St.
Address mail to: 890 Main St.,
Grant 2728
CHICAGO.....9383 Ewing Ave.
South Chicago, Ill.
Saginaw 1-9733
CLEVELAND.....1420 W. 25 St.
Stanley Wares, Agent, Main 1-0147
DULUTH.....312 W. 2nd St.
Matt Anttila, Agent, Randolph 2-4110
FRANKFORT, Mich......312 Main St.
Address Mail to: P.O. Box 287
Elgin 7-2441
TOLEDO.....120 Summit St.
Cherry 8-2431

Crapo Crew Rescues Five From Lake Erie

SIU boats continue making news as another SIU-contracted ship is credited with rescue of life at sea. The SIU-contracted S. T. Crapo (Huron-Portland Cement Co.) saved five Detroiters who ran out of gas in their 22-foot cruiser in rough Lake Erie waters.

This rescue comes close on the heels of another act of heroism when the SIU-contracted Michael Gallagher (Midland) saved a boating party of five in Lake Superior last month. The full story of the Gallagher rescue was reported in the September issue of the GREAT LAKES SEAFARER.

The latest SIU rescue occurred when the officers and crewmembers of the Crapo sighted the small craft shortly after midnight on the 28th of September in a rougher-than-usual Lake Erie.

The five passengers were George Hall, owner of the boat; his wife, Carol; Robert Friskie and his two sons, Albert, 14, and Robert, 17. They fought strong waves for more than two hours after their boat, Silver Twenty Five, ran out of gas.

Owner Hall said they were returning to Detroit from a pleasure trip to Put-In-Bay when the weather turned bad and caused the craft to use up all of its gas prematurely. Hall said that they ran out of gas about a mile east of Colchester and that the waves were breaking over the cabin.

Became Seasick

He added that although his wife and the two boys became violently seasick he wasn't overly worried and figured that it would be only a matter of time before they were picked up.

The Crapo, hearing the people hollering for help, called the Belle Isle coast guard station and took the cruiser in tow. A rescue boat from the Naval Air Station at Grosse Ile

was alerted and met the Crapo four miles southeast of the Detroit River Light and pulled the cruiser to the air station. Except for the seasickness, none of the passengers in the cruiser was hurt.

The SIU sends its congratulations to all the crewmembers of the S. T. Crapo for their part in the rescue and to all the crewmembers of SIU-contracted ships who display quick thinking and fast work under extraordinary circumstances.

SIU Representation Starts For B-C Men

The seamen of Boland and Cornelius, who recently voted down an attempt by Jimmy Hoffa to organize Lakes' seamen, are now receiving their full SIU membership books from representatives boarding their ships.

The Boland crewmen of the 19-ship fleet decisively climaxed their five-month-fight for real union representation by voting 277 for the SIU and 171 for the Teamsters in an NLRB election. This also marked the end to the Seamen's National Brotherhood of the Great Lakes (independent) which represented the seamen since 1953.

All of the Boland ships have been notified that the SIU service launch in Algonac is now placing Union representatives aboard their ships.

The SIU is presently enforcing the old contract with the "independent" union because of an agreement made prior to the National Labor Relations Board vote. The Government-required agreement stated that all parties, namely the company, the "independent" union, the Teamsters and the SIU, agree that whatever the outcome of the election, the contract with the "independent" union would remain in effect until Feb. 1961, when it expires.

At this time the Boland company has agreed to call the SIU to fill any vacancies that may arise in the fleet. Permanent vacancies are being filled according to seniority of men of the laid-up vessels. And, conversely, some Boland seamen are now taking jobs in other fleets.

The SIU, in the very near future, will ask the crews of each Boland ship to elect representatives to attend a meeting at the SIU's headquarters. At this meeting working rules and contract matters affecting the life and work aboard ship will be discussed. This will be the first step for the men of Boland and Cornelius in getting full SIU representation under an SIU contract.

The SIU now has on record crew lists of all the unlicensed

seamen who were employed by the company at the time of the vote. Qualified members are being sent full SIU membership books without the payment of an initiation fee or any fee. All Boland and Cornelius seamen who have not received an application for a membership book are urged to write or contact the Union.

This latest victory for the SIU makes it five for the 1960 season. The SIU now represents the crewmembers of 58 freighters in Reiss, Pioneer, Buckeye and Kinsman Transit steamship companies in addition to other fleets previously under contract.

Sea Ambulance Now Available At Wyandotte

SIU sailors passing through the Detroit area now have an added safety factor. A speedy 31-foot cruiser is presently moored behind the Wyandotte General Hospital in Wyandotte, Mich., and is completely outfitted as an ambulance with stretchers, portable resuscitator, splints, skin diving gear and first aid equipment.

Walter Gutowski, who owns the Superior Ambulance Co., said he realized the need for water ambulance when he learned that victims of appendicitis or heart attacks were taken from freighters or small craft by slow moving boats such as tugboats. In many injuries and illnesses time often means the difference between life and death.

The Superior can be summoned to any boat in the area by a call on the marine radio for help.

Brazilians Visit River Rouge



Enjoying their tour of SIU Headquarters in River Rouge are the Brazilian Teamster and Longshoremen team. This South American group, whose junket has taken it across the Midwest, saw the complex operation of the SIU in action and heard SIU Secretary-Treasurer Fred J. Farnen (sixth from the left) tell of the Great Lakes District's latest victory in Boland and Cornelius. The team represented some 10 unions from such sections of Brazil as Sao Paulo, Santos and Rio De Janeiro.



SIU SOCIAL SECURITY

Award Winner In '55

SIU SCHOLAR AT SEA IN NAVY NOW

Two years after his graduation from Lafayette College, SIU scholarship award winner Lemhard Howell, son of Seafarer Cleveland Howell, is working in the maritime area—but on a temporary basis.

Howell enrolled in the US Naval Reserve while a student at Lafayette and, as a result, received a commission as ensign upon graduation. Oddly enough, he was assigned to troopship service and since then has been sailing out of the Brooklyn Army Base on the

troop transport General George M. Randall.

Once he gets ashore though, the Seafarer's son plans to attend law school and pick up the threads of education that were interrupted by his naval service.

Howell's first assignment on the

Randall was as deck officer. Subsequently he became communications officer and was then advanced to lieutenant, junior grade, in December, 1959. At present, he is the ship's navigator and operations officer.

Howell was married in April of this year and is hoping for a shore-side assignment. His Navy tour of duty is due to expire in July, 1961, but may yet be extended for an-

SEAFARERS IN DRYDOCK



Reports from the hospitals indicate that the revised method for paying out hospital benefits really makes a difference in giving a man a couple of dollars in his pocket for smokes, toiletries and other items. With payments now figured on a daily instead of weekly rate, no one loses out. Previously, a seaman laid up less than a week drew no benefits and others were only paid for full seven-day weeks.

On the blocks now at the Norfolk PHS hospital are several new arrivals, including William J. Donald, H. L. Hadley, A. W. Hutcherson, Dennis Cahoon and H. J. Robin. All of them are in pretty fair shape.

A deck department seaman who last sailed on the National Defender, a supertanker, Donald entered the hospital in September for observation regarding a possible case of ulcers. Hadley, whose last ship was the Mankato Victory, is also in for observation. He sails as AB.

Hutcherson is off another tanker, the Thetis, and was admitted for observation and a general check-up. He last shipped as a messman. Cahoon is a shipmate off the Thetis, where he shipped as oiler.

He's been laid up since March following an automobile accident, and is doing very well. Another tankerman, Robin, is off the Cities Service Miami also due to a car mishap. He reentered the hospital in July and is reported doing okay.

These and all SIU brothers in the hospitals appreciate visits and mail. (See the latest hospital list on Page 14.)

Family Cheer At New Orleans Hospital



Family visitors provide a moment of cheer for Seafarer Bertram Eckert, an AB injured aboard the Del Oro some months ago and now laid up at the New Orleans PHS hospital. Eckert is in a cast from his waist to his shoulders and will be drydocked several months more. He's also an ordained Baptist Minister and normally ships about four to six months a year. Pictured with him are his wife and her sister, Mrs. Jean Majors (right).

Youngster Falls Out Of Tree — Comes Up With New Benefit

Always flexible to meet new needs, SIU Welfare Plan procedures were amended recently to provide full benefit coverage in emergency cases involving Seafarers' dependents. The change was set in motion after the nine-year-old son of Seafarer James Rawlins, of Lamarque, Texas, fell out of the tree he was playing in and broke an arm.



Rawlins

Rushed to a hospital for emergency care because a protruding bone had to be reset, Richard Rawlins, 9, was promptly treated and discharged. No hospital confinement was necessary and it was assumed, as was the case, that he'd recover rapidly at home with the rest of the family. In due course, a charge for surgical services was paid by the Plan. However, since there was no room and board charge by the hospital, charges for x-ray and use of the emergency room could not be paid under the existing rules of the Plan.

The case thereafter was brought to the attention of the Welfare Plan's joint board of trustees, who approved payment of the emergency room charges. They also ruled that in future emergency situations all charges will be covered by the Plan in accord with the regular schedules of hospital-medical-surgical payments, whether or not there is a charge for room and board also.

FINAL DISPATCH



The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$24,000 in benefits was paid:

Harry M. Hanke, 55: Brother Hanke disappeared at sea on Dec.



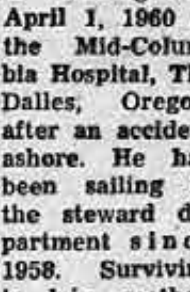
21, 1959 while aboard the SS Frances. Since 1946 he had been sailing in the steward department. He is survived by his widow, Frances V. Hanke, of Mobile, Ala. His place of burial is listed as at sea. Total benefit: \$4,000.

Joseph Gill, 60: Brother Gill died at the VA hospital in Kecoughtan, Va., on April



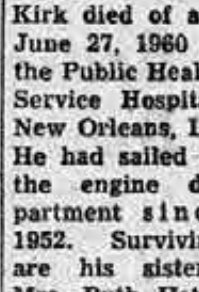
19, 1960 due to a lung condition. He had sailed in the deck department since 1944. Listed as survivors are Mrs. Norma Kunkle and Mrs. Clarice Scribner of Hyattsville, Md. Burial was at Hampton National Cemetery, Hampton, Va. Total benefit: \$4,000.

Duane L. Warrington, 37: Brother Warrington passed away on April 1, 1960 at



the Mid-Columbia Hospital, The Dalles, Oregon, after an accident ashore. He had been sailing in the steward department since 1958. Surviving is his mother, Mrs. Ethel Beach of Nevada City, Calif. Burial was at the International Association of Odd Fellows Cemetery, The Dalles, Ore. Total benefit: \$4,000.

Norman W. Kirk, 44: Brother Kirk died of a lung condition on June 27, 1960 at



the Public Health Service Hospital, New Orleans, La. He had sailed in the engine department since 1952. Surviving are his sisters, Mrs. Ruth Hathaway, Mrs. Henrietta Crellen and Mrs. Gertrude Schaedig. Burial was at Metairie Cemetery, New Orleans. Total benefit: \$4,000.

Olle Ray Kimbrell, 53: Brother Kimbrell died of pneumonia at the County Hospital, Calhoun, Miss., on February 25, 1960. Since 1955



he had been sailing in the deck department. He is survived by his mother, Mrs. Nettie Kimbrell, of Bruce, Miss. Burial was in the Concord Cemetery, in Bruce, Miss. Total benefit: \$4,000.

Walter Beyeler, 45: Brother Beyeler died when a shotgun was



accidentally discharged at the home of a nephew in Ludlowville, NY, on August 7, 1960. He had sailed in the deck department since 1942. He is survived by three brothers and three sisters, including his listed beneficiary, Bertha Beyeler of Fruita, Col. Burial was in West Dryden, NY. Total benefit: \$4,000.

WELFARE DEPARTMENT



3 MORE SEAFARERS RETIRE ON BENEFIT

Three more veteran seamen who are no longer able to work have been added to the growing roster of SIU men retired on the \$35 weekly SIU disability-pension benefit. The number of Seafarers on the permanent disability list now totals 196.

Approved for the benefit at the last meeting of the Welfare Plan's joint board of trustees, the latest trio includes Isaac E. Greene, 52, of Baltimore; William J. Morris, 60, of Philadelphia, and Ramon P. Varela, 70, of Miami.

A member of the SIU Harbor and Inland Waterways Division, Greene last sailed on the tug Gato Delaware for the Gulf Atlantic Towing Company. He had shipped as a chief engineer with the HIWD's Officers Division since March, 1958. Greene lives in Baltimore with his wife, Blanche, and a son, James. He also has two married daughters. His medical abstract states that he is "not fit for duty permanently" because of heart disease.



Greene

Laid up at the US Public Health Service Hospital, Staten Island, New York, for the past several



Morris

months, Morris has been disabled by a complete paralysis. His home is in Philadelphia and he last sailed in the engine department aboard a tanker, The Cabins, in December,



Varela

1959. He began shipping with the SIU in 1942. He's single, and has a brother, Frank E. Morris, in Savannah, Ga.

Varela is a native of Spain and had been going to sea for 17 years when he began shipping SIU in August, 1940. Rated an AB, he last sailed on the SS Florida of the Peninsular and Occidental Steamship Company in November, 1958. Due to a shipboard accident that resulted in fractures of both legs as well as the destruction of the knee and heel joint, he is unable to walk.



Happily reunited for a while, Seafarer Steve Boides is pictured with his mother at his home in California.

Seafarer's Mother 'Sees' Son Again After 10 Years

Almost totally blind for ten years, Mrs. Anna Mavromichalis is now really able to "see" her son, Seafarer Steve Boides, for the first time since 1950. The SIU Welfare Plan paid approximately \$350 of the cost for a cataract operation last winter that turned the trick.

Boides' 76-year-old mother arrived in the States from Greece last fall to visit and stay with her son, but the reunion was marred by Mrs. Mavromichalis' failing sight. A few weeks later, Boides convinced her that an operation might be able to save one eye and help restore normal vision in both.

This was confirmed by a medical examination, and surgery was performed at the Stanford Hospital in San Francisco last January. Later, when the bandages came off, Mrs. Mavromichalis was truly able to

"see" her son for the first time in years.

An SIU seaman since December, 1946, Boides utilized the SIU's program of dependents' benefits to cover almost all of the \$400 cost for the operation and hospital charges. The program covers wives, children and dependent parents of Seafarers for a variety of medical, surgical and hospital benefits.

Boides, who ships in the engine department, had hoped his mother would remain with him at his Daly City, Calif., home which was her original intention. But old habits are hard to break. Mrs. Mavromichalis has had a difficult time adjusting to the mode of life in this country and now indicates she will probably return in the near future to Greece, where she still has most of her family.

However, the visit here has helped provide her with the wonderful gift of sight, and her vision is now almost back to normal. In a recent letter, she expressed "thanks to the SIU for the kindness shown in helping me come to this wonderful country . . . How can I thank you enough for all that you have done for me, as I am 76 years of age, and you have made my last years very happy ones."

Get That SS Number Right

Seafarers filing vacation money claims should make sure that they use their correct Social Security number. Use of the wrong number means a clerical headache for the Vacation Plan office and slows up the handling of payments.

Also, a Seafarer who uses the incorrect Social Security number is crediting his tax deductions to some other US worker.

SOCIAL SECURITY REPORT

Joseph Volplan, Social Security Director



Welfare Needs Keep Changing

Developments in the "Social Security" field cover a broad range of social welfare activities. We know them and deal with them under a number of different labels. In the first rank, our most immediate concern is the series of cash and service benefits available to Seafarers and their families as a result of the specific collective bargaining relationship between the SIU and its various contracted operators.

From these activities spring the comprehensive program of benefits known as the SIU Welfare Plan and, likewise, the SIU Vacation Plan that deals with the area of vacation benefits for Seafarers. Between them, these plans provide a great measure of security for active and inactive Seafarers and for their dependents as well. Various articles and statistical details describing some of these benefits are set forth on the pages carrying the banner of this department.

Other Welfare Areas

But we are concerned too with other areas of "welfare" as we know it today. These bring together the programs of our Federal and state governments and cover many other items. There is the Federal Social Security system administered from Washington for the aged, disabled and the survivors of insured workers. An outgrowth of the Federal system, but handled individually by the 50 states, are the unemployment compensation programs and various public assistance acts authorized under the Social Security Act adopted by Congress and enacted into law in 1935. There are in addition, different state disability benefit programs and the whole field of workmen's compensation covering on-the-job disabilities.

All of these programs, in some manner, are social welfare measures that supplement or add to the benefits already available as a result of the Union's collective bargaining program. The reasons for looking into all this are very clear. In this year of 1960, we are well into a new age; a space age, an age of automation and of runaway industry on a wholesale scale.

Effects On Jobs

Seafarers know something of runaway industry and what its effects have been on job opportunities in this industry as well as in many others. The spread of the runaway idea has been brought about by the changing economic balance in the world, bringing with it more competition for raw materials, markets, jobs and new industry. We also have to face up to the fact that as new people enter the labor market and new methods and machines act to reduce the work force, even if only temporarily, we must have new and better tools to deal with the human and social problems that result.

These tools are the social welfare measures we have now, and others that may follow as part of the long-range solution to the job security problems everywhere around us. The welfare benefits we and other unions we have fought for and created to cover earlier special needs of our members are no longer so-called "fringe" benefits. No one can any longer regard them as such. Today they are our first line of defense.

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

Special Braces May Get Fouche Back On His Feet

SIU oldtimer Hugh D. "Frenchy" Fouche has been put down—but not out—by multiple sclerosis and now, with the help of the SIU Welfare Plan, is learning to get back on his feet.

Fouche is moving into the second phase of a rehabilitation program after being completely disabled and bed-ridden by MS since 1956, when he began receiving SIU disability-pension benefits of \$35 weekly.

Early this year, he learned he could get around a bit if he had a motor-powered wheelchair, and SIU Welfare Plan trustees promptly



Fouche

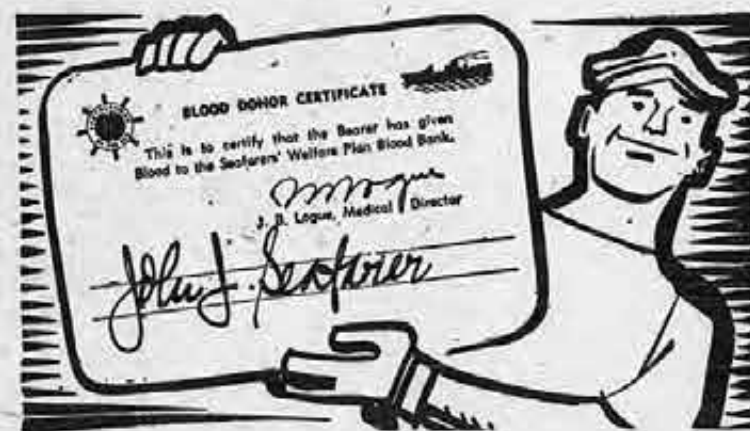
approved the necessary \$600 purchase. This was authorized under the special equipment benefit feature of the Plan and Fouche was then able to get out for the first time since 1956.

second purchase—a special \$235 set of long leg braces and crutches that may make it possible for "Frenchy" to discard the wheelchair altogether. The Plan has also approved necessary arrangements for training Fouche how to use the braces and crutches at the Medical Center in Columbus, Ohio.

Fouche currently makes his home in Dawson, Ga., and is 45 years old. He sailed with the SIU in the engine department from January, 1942, until the time he became disabled.

Over the years, the Welfare Plan has underwritten the cost of various types of special equipment to aid Seafarers in their recovery from disabling injuries or illness. These have included a portable iron lung, special bed frames, hearing devices, eye prosthesis and others.

SIU BLOOD BANK



An SIU Blood Donor Certificate (sample above) is given to every person donating to the SIU Blood Bank, which is maintained through the SIU Clinic in Brooklyn. The bank supplies Seafarers or members of their families with blood anywhere in the United States and has been in operation since January, 1959. Through an arrangement with a national clearing house, blood can be supplied on short notice in any emergency. Donors can arrange appointments on the 2nd deck at SIU headquarters, one block from the Clinic. (See Blood Bank Inventory on Page 14.)

26,363 Seamen	}	TOTAL 29,601
1,716 Wives		
1,522 Children		

'The Polls Are Open'



The secret ballot election of officers for the SIU gets underway on November 1, and as has been provided in the SIU constitution for many years, the voting will run for 60 days.

All maritime unions have provisions for lengthy duration of their elections for the simple reason that most of their membership is at sea. The only way to give the greatest number of members the opportunity to vote is by having an extended election period. This kind of provision by the maritime unions antedates all the assorted legislative and governmental regulations on assuring democratic procedures in trade unions.

Seamen's Voting Rights

The same legislators who are so concerned about the rights of workers in their own union elections, have yet to deal with the problem of effective voting rights in national elections as far as some 50,000 American merchant seamen are concerned.

If a merchant seaman wants to cast a vote in the forthcoming presidential election on November 8, he has to run an obstacle course of state voting regulations. Every state has an elaborate and complex procedure on absentee balloting and absentee registration. Unless a seaman happens to be home on the day of the election, and unless he happens to be in an area in which permanent registration is the practice, he has limited opportunity to cast his ballot. In effect, he is being deprived of the rights of first-class citizenship by complex regulations.

Single Federal Absentee Ballot

The answer to these problems lies in a single Federal absentee ballot for merchant seamen and, in fact, for all Americans who happen to be away from home on Election Day through no fault of their own. Such a system is feasible as was shown during World War II. At that time, Congress set

up a single absentee ballot procedure for men in the Armed Forces, and for merchant seamen as well. The same justification for absentee balloting applies today. It remains for Congress to act to assure merchant seamen their full voting rights.

Pending that day, all Seafarers who are ashore on Election Day and who are qualified to vote are urged to cast their ballots in the current election which, as all agree, is one of the most important in which Americans have ever participated. And every Seafarer is also urged to cast his ballot in his Union's election so that the officers chosen in the election represent the wishes of the widest possible section of the membership.

Organizing Pays Off

Two more SIU Labor Board election victories this month, one in the Gulf, the other in New York, have given further evidence that the SIU's organizing program is paying off in results. Last month, the SIU won two big ones—the 19-ship Boland & Cornelius fleet election on the Lakes and the National Packing Company tuna fish plant in Puerto Rico. Now, the SIU has taken the Mississippi-Gulf tugboat fleet of National Marine Service, and the Marine Allied Workers Division has come up with a big win in the Jay-Kay Corporation, with two plants in New York City.

Workers Want Unions

It's become apparent as a result of these victories, whether in the seamen's, boatmen's and allied worker's field, that despite the climate of hostility to trade unions, American workers still want union representation and union protection. The SIU organizing program is doing its share of bringing that protection to workers who need it, wherever they may be.

SIU Legislative Department

RAY MURDOCK, Director



US BALANCE OF PAYMENTS. For the first time a basic American industry has sought to document in dollar terms the contribution it makes to maintaining a favorable balance of payments, the Committee of American Steamship Lines announced that American flag ocean-going passenger and cargo ships annually provide between \$800 million and \$1 billion toward maintaining a favorable balance of trade. The result of this enabled the United States in 1959 to hold a \$4 billion balance of payments deficit, instead of a \$5 billion deficit which would have occurred if there had been no United States merchant marine. In computing the dollar value of the Merchant Marine's contribution, net receipts from shipping operators were totaled. These included exchange earnings by American ships resulting from carrying United States exports and imports; passenger fares; freight earnings on shipments between foreign countries, and receipts from charter line operations. From this gross figure were subtracted port and other expenditures of United States ships abroad.



MARITIME OUTLOOK. There were 953 vessels of 1,000 gross tons and over in the active oceangoing United States merchant fleet on September 1, 1960. This is nine more than the number active on August 1, 1960. According to the Merchant Marine Data Sheet there were 34 Government-owned and 919 privately-owned vessels temporarily inactive or Government-owned vessels employed in loading grain for storage. Two container ships, the SS FLORIDIAN and SS NEW YORKER, a cargo ship, the SS JOHN LYKES, and a tanker, the SS GULFSpray were delivered from construction. One passenger ship the SS LEILANI was purchased from the Government. The privately-owned fleet has increased to 1,012 ships. Of the 93 privately-owned inactive vessels, 31 dry cargo ships and 44 tankers were laid up for lack of employment, 7 less than on August 1. The remaining ships were undergoing repair or conversion. No new ship building contracts were placed during the month of August. The total number of large merchant ships on order or under construction in the United States shipyards dropped from 66 to 61.

AUTOMATION. In an address marking the opening of the Cargo Handling Exposition in New York, Cecil P. Milne, Assistant Secretary of the Navy, told leaders of steamship and allied companies and waterfront labor that a strong merchant marine is a vital part of our national security. Assistant Secretary Milne pointed out that the merchant marine must be ready when needed, with sufficient ships of modern design with suitable speed. He added that this can only exist when it can survive commercially in peace time. "The road to survival," said Mr. Milne, "is hard in the face of competition from other modes and foreign flags. Improvement in cargo handling and the resultant reduction of handling costs may well be the only cure." Mr. Milne cited three challenges facing the merchant marine. First, better shipboard cargo-handling equipment; second, automated terminal operation; and third, containerization and standardization of container sizes.

CONTAINERSHIPS. Representatives of steamship companies and allied interests attending the Cargo Handling Exposition in New York City were told that a metal box may become the salvation of the depressed industry. Waldemar Isbrandtsen of Isbrandtsen Co., Inc., told the group that, "If this country is ever to regain its dominant position in international trade a way must be found to eliminate multiple handling of cargo, and cut down the length of time vessels spend in port." Isbrandtsen pointed out that the National Defense Transportation Association, a group of railroad, trucking and Federal transportation authorities, recently recommended a container 8 feet high, 8 feet wide and of a maximum length of 40 feet, with some variations in length ranging from 10 to 30 feet. Isbrandtsen recommended a standard length of 10 feet. He also said that most of the shipping lines could not afford to build the 650-foot long container vessel that Naval architects call necessary to transport the same amount in conventional cargo ships. Jerome Slater, vice president of Container Transport International, Inc., said that the steamship lines should consider the possibility of pooling all the containers. Container Transport now own about 4,000 containers which it leases to all classes of users. Slater said such a pooling arrangement would eliminate the need for capital investment in containers.

LEGISLATIVE SUMMARY. The second session of the 86th Congress has been over for nearly a month but the various committees of the Congress have been making reports on their activities during the past two years. Congressman Herbert C. Bonner (Dem.) North Carolina, and chairman of HMM, has submitted such a report on the activities of his committee. He said that during the first session of the Congress the committee had met 122 times and that 22 pieces of legislation were enacted into law. In the 2d session 221 meetings were held and 27 measures reported by the Committee became law. Bonner told Congress, "During this Congress the committee called on its traditional role of striving to strengthen the American merchant marine better to enable it to serve the national interests in its dual capacity as a vital link in our transportation system and as a military and naval auxiliary in readiness for emergencies. Reported legislation included measures designed to facilitate and make more flexible the private financing of essential new ship construction through Government guaranteed loans or mortgages; to strengthen and modernize the important domestic and nearby foreign trades through authorization of the exchange of certain war-built vessels for more efficient vessels now in the reserve fleets; to ease the burden of the ship replacement program by extending the statutory life of subsidized vessels from 20 to 25 years; to extend for another year interim legislation to permit the continued use of the dual rate tariff system by steamship conferences, pending completion of current congressional studies; to increase the ceiling on construction-differential subsidy in order to help keep American operators on a parity with their foreign competitors in the face of rising shipbuilding costs in the United States . . ."

The SIU

22 Years of Growth

ON October 15, 1938, the late Harry Lundeberg, then secretary-treasurer of the Sailors Union of the Pacific, received from the American Federation of Labor convention in Houston a charter establishing the Seafarers International Union of North America.

On November 1, 1938, the SIUNA issued charters to seamen in Atlantic and Gulf ports. These separate Atlantic and Gulf Districts were merged in 1941 into the SIU Atlantic and Gulf District, and this, in turn, became the present SIU Atlantic, Gulf, Lakes and Inland Waters District.

Today, as Seafarers prepare to mark their 22d birthday, they can look back with satisfaction at the record of the past years.

During many of these years, of both war and peace, the Union was faced with problems and obstacles which, in the opinion of many competent maritime observers, might have destroyed a lesser organization.

Yet the SIU not only survived but grew in terms of size, strength, financial resources and—above all—in the number and variety of trade union benefits it is now able to provide for its membership.

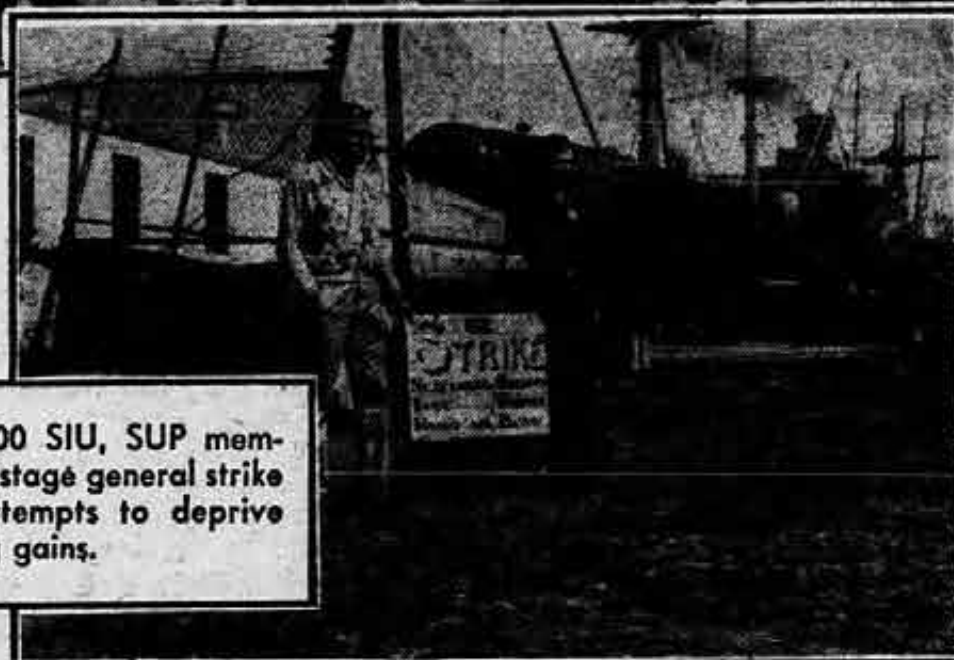
On these pages, pictorially depicted, are some of the outstanding achievements of these past years.



1939. First issue of Seafarers Log, of four pages, published Feb. 10 as official organ of Atlantic and Gulf seamen.



1941-'45. 1,200 SIU members give lives helping to bring about victory for Allies in World War II.



1946. 72,000 SIU, SUP members stage general strike as Government attempts to deprive them of bargaining gains.



1947. Isthmian dry cargo fleet comes under SIU banner as Union renews organizing drive interrupted by the war.



1950. Union wins Seafarers Welfare Plan, first company-financed welfare plan for seamen on East and Gulf coasts.



1951. Union moves from Manhattan as new, three-story headquarters building is formally opened on 4th Ave., Brooklyn.



1952. Seafarers Vacation Plan goes into effect after being hailed as another "first" for a maritime labor union.



1953. Another "first in maritime" scored as Seafarers Welfare Plan makes first awards in college scholarship program.



1954. Union's building program takes another forward step as ultra-modern hall is opened in port of Baltimore.



1955. SIU negotiates new hiring program, based on iron-clad seniority system, to further protect membership's rights.



1957. Union's preventive medicine program inaugurated with opening of first diagnostic medical center in Brooklyn.



1958. SIU, other unions join in successful, four-day ITF-sponsored demonstration against runaway-flag threat to jobs.

New Dry Cargo Wage Scale*				
DECK DEPARTMENT				
Rate	Old	New	Over	Time
Boatman (Master)	\$117.00	\$121.25	\$4.25	\$1.25
Carpenter (Master)	\$107.00	\$111.25	\$4.25	\$1.25
Carpenter	\$107.00	\$111.25	\$4.25	\$1.25
Chief Steward	\$107.00	\$111.25	\$4.25	\$1.25
Steward	\$107.00	\$111.25	\$4.25	\$1.25
Chief Cook	\$107.00	\$111.25	\$4.25	\$1.25
Cook	\$107.00	\$111.25	\$4.25	\$1.25
Chief Baker	\$107.00	\$111.25	\$4.25	\$1.25
Baker	\$107.00	\$111.25	\$4.25	\$1.25
Chief Engineer	\$107.00	\$111.25	\$4.25	\$1.25
Engineer	\$107.00	\$111.25	\$4.25	\$1.25
Chief Electrician	\$107.00	\$111.25	\$4.25	\$1.25
Electrician	\$107.00	\$111.25	\$4.25	\$1.25
Chief Machinist	\$107.00	\$111.25	\$4.25	\$1.25
Machinist	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter	\$107.00	\$111.25	\$4.25	\$1.25
Painter	\$107.00	\$111.25	\$4.25	\$1.25
Chief Stewardess	\$107.00	\$111.25	\$4.25	\$1.25
Stewardess	\$107.00	\$111.25	\$4.25	\$1.25
Chief Cabin Boy	\$107.00	\$111.25	\$4.25	\$1.25
Cabin Boy	\$107.00	\$111.25	\$4.25	\$1.25
Chief Deck Hand	\$107.00	\$111.25	\$4.25	\$1.25
Deck Hand	\$107.00	\$111.25	\$4.25	\$1.25
Chief Mate	\$107.00	\$111.25	\$4.25	\$1.25
Mate	\$107.00	\$111.25	\$4.25	\$1.25
Chief Officer	\$107.00	\$111.25	\$4.25	\$1.25
Officer	\$107.00	\$111.25	\$4.25	\$1.25
Chief Petty Officer	\$107.00	\$111.25	\$4.25	\$1.25
Petty Officer	\$107.00	\$111.25	\$4.25	\$1.25
Chief Boatswain	\$107.00	\$111.25	\$4.25	\$1.25
Boatswain	\$107.00	\$111.25	\$4.25	\$1.25
Chief Gunner	\$107.00	\$111.25	\$4.25	\$1.25
Gunner	\$107.00	\$111.25	\$4.25	\$1.25
Chief Quartermaster	\$107.00	\$111.25	\$4.25	\$1.25
Quartermaster	\$107.00	\$111.25	\$4.25	\$1.25
Chief Surgeon	\$107.00	\$111.25	\$4.25	\$1.25
Surgeon	\$107.00	\$111.25	\$4.25	\$1.25
Chief Pharmacist	\$107.00	\$111.25	\$4.25	\$1.25
Pharmacist	\$107.00	\$111.25	\$4.25	\$1.25
Chief Librarian	\$107.00	\$111.25	\$4.25	\$1.25
Librarian	\$107.00	\$111.25	\$4.25	\$1.25
Chief Musician	\$107.00	\$111.25	\$4.25	\$1.25
Musician	\$107.00	\$111.25	\$4.25	\$1.25
Chief Artist	\$107.00	\$111.25	\$4.25	\$1.25
Artist	\$107.00	\$111.25	\$4.25	\$1.25
Chief Photographer	\$107.00	\$111.25	\$4.25	\$1.25
Photographer	\$107.00	\$111.25	\$4.25	\$1.25
Chief Translator	\$107.00	\$111.25	\$4.25	\$1.25
Translator	\$107.00	\$111.25	\$4.25	\$1.25
Chief Interpreter	\$107.00	\$111.25	\$4.25	\$1.25
Interpreter	\$107.00	\$111.25	\$4.25	\$1.25
Chief Secretary	\$107.00	\$111.25	\$4.25	\$1.25
Secretary	\$107.00	\$111.25	\$4.25	\$1.25
Chief Typewriter Operator	\$107.00	\$111.25	\$4.25	\$1.25
Typewriter Operator	\$107.00	\$111.25	\$4.25	\$1.25
Chief Stenographer	\$107.00	\$111.25	\$4.25	\$1.25
Stenographer	\$107.00	\$111.25	\$4.25	\$1.25
Chief Bookkeeper	\$107.00	\$111.25	\$4.25	\$1.25
Bookkeeper	\$107.00	\$111.25	\$4.25	\$1.25
Chief Accountant	\$107.00	\$111.25	\$4.25	\$1.25
Accountant	\$107.00	\$111.25	\$4.25	\$1.25
Chief Auditor	\$107.00	\$111.25	\$4.25	\$1.25
Auditor	\$107.00	\$111.25	\$4.25	\$1.25
Chief Inspector	\$107.00	\$111.25	\$4.25	\$1.25
Inspector	\$107.00	\$111.25	\$4.25	\$1.25
Chief Examiner	\$107.00	\$111.25	\$4.25	\$1.25
Examiner	\$107.00	\$111.25	\$4.25	\$1.25
Chief Grader	\$107.00	\$111.25	\$4.25	\$1.25
Grader	\$107.00	\$111.25	\$4.25	\$1.25
Chief Classifier	\$107.00	\$111.25	\$4.25	\$1.25
Classifier	\$107.00	\$111.25	\$4.25	\$1.25
Chief Recorder	\$107.00	\$111.25	\$4.25	\$1.25
Recorder	\$107.00	\$111.25	\$4.25	\$1.25
Chief Reporter	\$107.00	\$111.25	\$4.25	\$1.25
Reporter	\$107.00	\$111.25	\$4.25	\$1.25
Chief Editor	\$107.00	\$111.25	\$4.25	\$1.25
Editor	\$107.00	\$111.25	\$4.25	\$1.25
Chief Proofreader	\$107.00	\$111.25	\$4.25	\$1.25
Proofreader	\$107.00	\$111.25	\$4.25	\$1.25
Chief Compositor	\$107.00	\$111.25	\$4.25	\$1.25
Compositor	\$107.00	\$111.25	\$4.25	\$1.25
Chief Linotype Operator	\$107.00	\$111.25	\$4.25	\$1.25
Linotype Operator	\$107.00	\$111.25	\$4.25	\$1.25
Chief Galley Helper	\$107.00	\$111.25	\$4.25	\$1.25
Galley Helper	\$107.00	\$111.25	\$4.25	\$1.25
Chief Storekeeper	\$107.00	\$111.25	\$4.25	\$1.25
Storekeeper	\$107.00	\$111.25	\$4.25	\$1.25
Chief Janitor	\$107.00	\$111.25	\$4.25	\$1.25
Janitor	\$107.00	\$111.25	\$4.25	\$1.25
Chief Cleaner	\$107.00	\$111.25	\$4.25	\$1.25
Cleaner	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Paint)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Paint)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Varnish)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Varnish)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Stain)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Stain)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Sealer)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Sealer)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Putty)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Putty)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Primer)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Primer)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Finish)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Finish)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Base)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Base)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Top)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Top)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Bottom)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Bottom)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Sides)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Sides)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Deck)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Deck)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Hull)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Hull)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Superstructure)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Superstructure)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Mast)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Mast)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Rigging)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Rigging)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Paint)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Paint)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Varnish)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Varnish)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Stain)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Stain)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Sealer)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Sealer)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Putty)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Putty)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Primer)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Primer)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Finish)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Finish)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Base)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Base)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Top)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Top)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Bottom)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Bottom)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Sides)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Sides)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Deck)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Deck)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Hull)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Hull)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Superstructure)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Superstructure)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Mast)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Mast)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Rigging)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Rigging)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Paint)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Paint)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Varnish)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Varnish)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Stain)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Stain)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Sealer)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Sealer)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Putty)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Putty)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Primer)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Primer)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Finish)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Finish)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Base)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Base)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Top)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Top)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Bottom)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Bottom)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Sides)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Sides)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Deck)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Deck)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Hull)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Hull)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Superstructure)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Superstructure)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Mast)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Mast)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Rigging)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Rigging)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Paint)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Paint)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Varnish)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Varnish)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Stain)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Stain)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Sealer)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Sealer)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Putty)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Putty)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Primer)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Primer)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Finish)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Finish)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Base)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Base)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Top)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Top)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Bottom)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Bottom)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Sides)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Sides)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Deck)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Deck)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Hull)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Hull)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Superstructure)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Superstructure)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Mast)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Mast)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Rigging)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Rigging)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Paint)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Paint)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Varnish)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Varnish)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Stain)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Stain)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Sealer)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Sealer)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Putty)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Putty)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Primer)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Primer)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Finish)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Finish)	\$107.00	\$111.25	\$4.25	\$1.25
Chief Painter (Base)	\$107.00	\$111.25	\$4.25	\$1.25
Painter (Base)	\$107.00			

THE SIU COMMERCIAL FISHERMAN and CANNERY WORKER



Atlantic Fishermen Cast Heavy Vote For Union Affiliation With SIUNA

BOSTON—After three years of going it alone, the Atlantic Fishermen's Union has voted overwhelmingly to rejoin the SIU of North America. An overwhelming vote of 551 to 35 was cast in favor of affiliation in the secret ballot referendum election cast in three ports. The fishermen's union represents over 1,000 members working on fishing vessels operating in North Atlantic waters. The referendum was a 30-day secret ballot vote, which began September 1.

The action on the referendum vote reflected the desire of the fishermen for the support and assistance of an international union in dealing with the many problems faced by the union, and by the fishing industry in general. Not the least is the severe impact of

foreign fresh-frozen fish on the American market. Foreign-flag "factory" fishing boats, which process and quick freeze fish right on the fishing grounds, have been capturing an increasing share of the US market, as opposed to the delivery of fresh whole fish in which most of the Atlantic fishing boats are engaged. As the referendum ballot stated, "all fishermen and maritime workers have a common bond and must be united for mutual benefit."

An undoubted factor in the fishermen's decision was the gains that have been made by the neighboring New Bedford Fishermen's Union, which broke away from the Atlantic fishermen and affiliated with the SIU. Since then, the New Bedford Union has scored striking gains in contract conditions, welfare benefits and other areas.

The Atlantic Fishermen's Union is one of the oldest groups of organized fishermen, dating back as an organization, almost 45 years, to the old Fishermen's Union of the Atlantic. Its members man fishing vessels which operate largely out of New York, Boston and Gloucester, Mass., as well as Maine ports, with Boston being the headquarters of the organization. Fishing is done mainly at George's Banks, an area about 100 miles long and 75 miles wide off Nantucket Island, and the famed Grand Banks off Newfoundland.

The port by port vote was, in Gloucester, Mass., 148 votes yes—9 no votes; New York, 65 votes yes—3 votes no; Boston, 337 votes yes—23 votes no.

Finer Fish Goal Of US Gov't Study

In a two-pronged move to aid both producers and consumers, the US Government has gone fishing.

However, it's not the fish themselves that a battery of Government scientific sleuths has its hooks out for.

Rather, these Government scientists are angling for the answer to a question which has perplexed the fishing industry for years: How can fish—fresh, frozen, or prepared—be made to look as good and taste as good when they reach the table as when they are taken from the sea?

The Government believes that when it finds the answer to these and related questions it will have taken a long step forward toward aiding the fishing industry by making fish and fish products more attractive to the consumers.

In order to do this, the Government last month dedicated a new \$500,000 technological laboratory in Gloucester, Mass.

The laboratory is being operated by the Bureau of Commercial Fisheries, Fish and Wildlife Service of the Department of the Interior, and is being staffed by a corps of Government chemists, engineers, biochemists and other scientists.

The Government, of course, has good reason to be interested in the problem, since the fishing industry in the area served by the Gloucester laboratory constitutes an important segment of the nation's economy.

This area—the North Atlantic District—extends from Maine to Virginia, and in it more than 70,000 persons owe their livelihoods to an annual catch of 2½ billion pounds of fish and shellfish valued at more than \$122 million. This is more than a third of the value of the entire US catch each year.

Within the area, also, are some 2,000 establishments producing fishery products amounting to more than 40 percent of the national total. The region's production of packaged fresh and frozen fish fillets and steaks is more than 123 million pounds a year, valued at \$32 million, and canned shellfish and fishery by-products add another \$23 million.

National Magazine Plugs Scallops



The sea provides much of New England's wealth and charm. In fact fishing industry now \$770 million annually—more than 14 per cent of the nation's total. A large portion of the catch is frozen and then the scallops, scallops and big lobsters only were years ago, through improved "freezing" and distribution. The frozen sea scallops on the opposite page are shown, fittingly, on a seafood stand in New Bedford, Mass., where fish boats in great numbers of all the sea scallops were in the U. S. In the background, a ship of this fleet is loading for the great George Bank scallop bed, 100 miles east of Nantucket Island.

Full page spread in color in "Look" magazine displayed New Bedford scallops as one of the three great regional delicacies of New England along with blueberry pie and Boston Baked beans. Scalloping is major occupation of SIU-affiliated New Bedford fishermen.

Island Tuna Vote Cheers Calif. Unions

The SIU's stunning election victory in Puerto Rico at the National Packing Company, a tuna cannery, has encouraged the SIU's west coast fish and cannery unions in their fight on "runaway" canning plants.

The Puerto Rican election was seen on the coast as serving notice on cannery operators that they will face SIU organizing, no matter where they try to locate their new plants.

The SIU Puerto Rican Division won the right to represent some 400 workers at National Packing by routing the International Brotherhood of Teamsters in a National Labor Relations Board election, 255 to 8. SIUNA vice-president Andrea Gomez, representing the fish and cannery workers division of the Union, has participated in organizing activities here as well as in other fish packing plants.

National Packing is one of a number of fish packing houses which have been established or are being established in Puerto Rico. Among others, Star Kist, a major California packer, has also put a plant in operation there and is the target of an organizing effort.

In past years, the California tuna fishing and packing industry has declined as a result of competition from plants opened in other areas such as American Samoa, where wages are one-fourth or less than those on the mainland. In addition, it appeared for a while that the California operators were contemplating mass transfer of fishing and packing activities to the West Indies.

The SIU win in National Packing and its organizing activity in other Puerto Rican plants is expected to give second thoughts to West Coast operators who are looking for an out on union standards established by SIU fish and cannery unions there.

Red 'Snoop' Fleet Fishing For Info?

Fishermen operating on the Grand Banks and George's Banks in the North Atlantic have reported repeated sightings of Russian trawlers in recent months. Since the Russians have never fished before in this area and have good fishing grounds much closer to home, the trawlers have aroused a good deal of curiosity.

For one thing, they are far larger than the conventional fishing vessel. In fact, they run about five times as large as the large Boston beam trawlers. But more convincing than that, Navy aerial photographs reveal that the trawlers are crammed with all kinds of specialized electronic tracking gear.

Theories offered about the activities of the trawlers range from suppositions that they are tracking Russian missiles, to a suggestion that they are trying to spy on atomic submarine maneuvers and Polaris missile firings. The atom submarines generally operate out of the New London, Conn., naval base. In any event, the Russians do not seem to be interested in cod and haddock.

New Bedford Union Awards Scholarships

NEW BEDFORD—The first awards under the Robert J. Swain Memorial Scholarship program of the New Bedford Fishermen's Union were made last month at the fishermen's clambake.

The winners of the scholarships, a boy and a girl, both children of New Bedford fishermen, received \$250 each.

Sylvia Aanensen, 20, of 139 Green St., Fairhaven, Mass., one of the winners, is a second year student at the New Bedford Institute of Technology.

James P. Taylor, 18, of 278 Austin St., New Bedford, is a first year student at Worcester Academy.

Miss Aanensen is studying business administration and plans to teach high school after completing college. Her father was lost at sea on the FV Penguin about 10 years ago.

Taylor plans to study at Providence after completing two years at Worcester Academy. He has won many athletic trophies and was named to the all-state basketball team. He was also captain of his high school basketball team. His mother, Mrs. Arne Olsen, accepted the scholarship award in place of her son, who was away at school.

The awards were made at the first annual New Bedford Fishermen's Clambake and Family Day at Brown's Pavilion.

Trustees of the scholarship fund, which was named after a NBFU delegate who died in October, 1959, are: Charles J. Lewin, editor and general manager of the Standard-

Times; Professor Milton Briggs, New Bedford Institute of Technology; Rev. John F. Hogan, director of the Catholic Welfare Bureau; Patrick H. Harrington Jr., county commissioner; Rev. Gene D. Landry, chaplain of the Seamen's Bethel, and Howard W. Nickerson, secretary-treasurer of the NBFU.

Present at the award ceremony was Francis Sullivan, one of the original contributors to the Swain Scholarship fund.

In charge of the clambake were Ed P. Patenaude, chairman; George Edwards, co-chairman, and William Kruger, Paul Swain, John Burt and Nickerson.

The scholarship awards were made on the basis of need and scholastic ability. When the scholarship fund acquires sufficient reserves an annual award will be made.



SIU MEDICAL DEPARTMENT

JOSEPH B. LOGUE, MD, Medical Director



Are You Neglecting Your Health?

The popular impression that cancer is a disease of the aged should have been dismissed long ago. If the ravages of cancer were projected from a longevity standpoint, those in the lower age brackets would probably surpass the upper half. The only way for the early detection of cancer, in the population as a whole, is periodic and thorough examination on a mass scale, preferably annually or, at the least, bi-annually.

Danger Signals Ignored

In a statement to the National Cancer Conference, Dr. E. Cuyler Hammond of the American Cancer Society was reported as saying, in relation to a special study: "Only 19 percent of the men, and 27.3 percent of the women, had seen a physician within the past year about such an obvious condition as blood in the urine." Other obvious disregard to such publicized danger signals was only meagerly followed by reporting to a physician.

Only 34 percent of the women with a lump or thickening of the breast had seen their doctor. Fifty-one percent of the women went to their physician about unusual vaginal discharge, while only 30.1 percent reported for examination in regard to vaginal bleeding.

Only 11.9 percent of the men, and 17.6 percent of the women, had seen their physician in the past year about any one of a list of 11 complaints commonly regarded as cancer danger signals. These findings were from an epidemiology study of thousands of cases.

Why the apathy? Dr. Hammond wonders if we are crying "wolf" too often. Possibly there is so much publicity with so many danger signals that the public in consequence ignores them all. Certainly the obvious danger signals for the investigation of possible cancer should not be ignored.

Millions of dollars are spent on the investigation of the cause of various types of cancer; and also methods of improved treatment is constantly under study. However, unless the public becomes more aroused to the necessity of early recognition and treatment, the yearly toll will continue.

Symptoms Not Always Noticeable

It is not sufficient to publicize only those danger signals that certain types of cancer produce. There are many more that are symptomless, at least in the early stages, and are not recognizable by the individual until it is too late.

We at the SIU clinics, and others, are constantly detecting pre-cancerous lesions and cancers that are entirely symptomless and could not be discovered other than by a thorough routine physical examination. One of our first examinees at the early inception of the medical program was found to have a tumor of the thyroid. Fortunately, it was in the early stage and not malignant.

I recently was talking to him and he stated that he volunteered for the examination only on the insistence of the Union, since in the early clinic days there was a general apathy to these examinations.

Clinic Detects Malignancies

During the past few weeks, a tumor of the testicle was discovered in a 22-year-old seaman who had no concept that there was anything wrong. He was eventually hospitalized and an operation performed. Another older seaman was examined and gave a history of occasional rectal bleeding. But investigation failed to disclose any bleeding, and he was told to return if it recurred. He did, and he was referred to one of the top proctologists. His impression was bleeding from hemorrhoids but, at our insistence, a barium enema showed possible lesion of the lower colon which proved to be early carcinoma at operation.

The above are just a few examples of the different types of conditions that are readily diagnosed by a competent physical check-up.

Similar careful and thorough physical examinations are given to dependents. A week rarely passes without our finding some definite urgent pathological conditions at these examinations. These are always conditions of which the dependent is entirely unaware. One week recently, a large subternal tumor was found in a dependent who had no symptoms of this condition at all.

Seafarers' dependents are therefore urged to take more active participation in these examinations. For it is only through such periodic examinations that many pre-cancerous lesions and malignancy in its incipency may be discovered.

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



In the hospital?

Call SIU Hall immediately!

Snowman Search Gear



Equipment which was loaded on the SIU-manned Steel Chemist is now being used by Sir Edmund Hillary's Himalaya mountain expedition. Expedition is looking for traces of the legendary "obominable snow man."

Who's That AB Up On A Cloud?

Many long years ago, where the Allegheny runs into the Ohio, a legend sprang up that the Pittsburgh Pirates once won a National League pennant. Great-grandparents reciting the story to their children swore it was true and pledged that some day it would happen again. One resident of the city, Seafarer Red Campbell, believed it wholeheartedly.

So it was that when in the year 1960 the legend out of the dim past appeared to be coming alive, Campbell hit the beach in New York and vowed to stay ashore until the bitter end, come what may.

Ignored Shipping

While his shipping card grew more mature, he steadfastly ignored all the AB jobs on the board. Lo and behold, the Pirates clinched the National League flag and invaded New York to challenge the lordly Yankees. There was Red, parked in the grandstand at Yankee Stadium taking it all in.

Even after the Pittsburghers lost three games by the horrendous scores of 16 to 3, 10 to 0 and 12 to 0, his faith never wavered. And in the end, the dream of centuries came alive, with Pittsburgh winning 10 to 9 in the last of the ninth of the seventh game.

That's why Campbell doesn't need any bosun's chair while he is slushing down those booms. That cloud will hold him up for quite a while.



Orion Planet 'Feeds' Navy Tanker In North Atlantic

Seafarers aboard the supertanker Orion Planet took part in an unusual operation in September: they refueled a Navy tanker while in the North Atlantic.

Seafarer Orlando L. Guerrero, on board the Orion Planet during the operation, made a report to the LOG on the refueling job. Guerrero's report was transferred to the Navy tanker involved in the refueling, the USS Caloosahatchee, and then moved to shore-side postoffice by helicopter.

According to information received by Guerrero, the Orion Planet and the Orion Clipper will be involved in other mid-ocean refueling jobs for the Navy.

Had Rehearsals

The refueling of the Navy tanker by the 28,000-dwt fully-loaded Orion Planet was a ticklish job, Guerrero reported. "We had several night meetings during which we were shown pictures, literature, and were given instructions on our new duties, and we learned special bell, flag and light signals."

"Other days, we were on deck on 'dry runs' practicing for the real thing and learning by drill when, what and how to perform the new duties assigned to each of us and familiarizing ourselves with the new equipment. All of this training was under the able direction of our chief mate P. Bamberg."

Finally, on September 16, "D-Day" the Orion Planet was ready for the job. "We were on deck at 0400, well drilled, willing, ready and able to take part in another first in the history of the SIU," Guerrero reports.

At a pre-arranged signal, all hands took their assigned stations. The ship, cruising at 14 knots was cutting the waves in a steady course, while the Caloosahatchee approached the starboard until the two vessels were abreast, a mere hundred feet apart.

"Another signal was given to warn all hands that a shot line would be fired from one ship to the other. In the shot line was a messenger line with ship-to-ship telephones; a distance line to keep a safe separation between ships; and a span wire on which the discharge hose traveled. The hose was fitted with a snap-on snap-off connecting flange for quick disconnecting in case of emergency break-away," Guerrero stated.

Pointing out the hazard in the operation, Guerrero said "there is not much freeboard on a tanker with a quarter million barrels of oil in its belly. The sea was continually breaking onboard, making the connecting of the hoses and securing of lines a very perilous affair."

A Navy destroyer, classified as a rescue ship, followed the two tankers through the operation. "The hulls of the ships were so close to each other, that they exerted pressures and undercurrents and making it more difficult to steer so that the risk of collision existed at all times," Guerrero stated. All hands wore life jackets during the operation.

Guerrero applauded the performance of the hose-connecting gang, communications and signal men; pumproom and engine personnel and quartermasters in addition to the steward department for keeping the galley open 24 hours with a hot meal for the crew whenever they could get away from their stations.

Tanker Firms Seek MA Aid

Beset by low charter rates, three tanker operators—one of them an SIU-contracted firm—have applied to the Maritime Administration for financial assistance in making mortgage payments on their vessels, to cover installments that were due the end of last month. The MA is expected to comply with their requests.

The three firms are Transeastern Shipping Corp., under SIU contract; American Eagle Corp. and Nautilus Petroleum Carriers. They are seeking respective loans of \$90,000, \$107,000 and \$120,000 on their tankers which were built around the time of the Suez closing—after the US Government had urged new tanker construction.

Quitting Ship? Notify Union

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

SIU FOOD and SHIP SANITATION DEPARTMENT

Cliff Wilson, Food and Ship Sanitation Director



A Perfect Score On Sanitation

For the second year in a row, SIU crews on all four ships of the Bloomfield fleet have made it a clean sweep with perfect scores of 100 in US Public Health Service sanitary inspections. (See story on Page 5.) This is an outstanding achievement, and O. C. Webster, company vice-president, comments that it "will give some of our other companies something to shoot at." He also offers a list of "requirements that must be followed if any vessel hopes to secure and maintain a Sanitation Certificate." Considering Bloomfield's record, it would be well for others to keep these items in mind.

"Evidence of dampness of crockery is a sure give-away that all utensils and crockery have not been immersed in water at least 170° F . . . All glassware and crockery, also spare cooking utensils in galley, to be thoroughly cleaned, free of all grease, and inverted when stowed away . . . Do not continue to use cracked or chipped crockery . . . Sugar dispensers, sugar bowls, coffee and sugar canisters, etc., to be kept in a sanitary condition . . . Tops of all condiment bottles to be clean and free of grime . . . Plastic water pitchers to be cleaned inside and all stains removed after each use . . . Messrooms must be kept clean at all times . . . No smoking to be allowed in the galley . . .

"Meat blocks must be thoroughly wire-brushed to rid same of all grease and then salted down prior to arrival . . . All cutting boards must be clean and free of grease. Wooden boards should be wire-brushed; however, new PHS-approved rubberized cutting boards are now available and can be washed after each use . . . Knife racks in galley and pantries to be clean and all knives with loose handles or rivets to be disposed of . . .

"Meat-grinding machines to be taken apart and thoroughly cleaned after each use and checked to see that no food particles remain in mechanism. Check wooden pounding pin for cleanliness and possible old food remaining . . . Meat saw to be taken apart and thoroughly cleaned . . . On thawing meats for consumption, put same in a receptacle and never allow same to come in contact with the deck . . .

"Get rid of all wooden and cardboard boxes in galley and pantries. Replace same, where necessary, with plastic bus boxes . . . Egg fillers never to be used in galley for bacon, etc. Paper towels should be supplied for this purpose . . . All lockers and drawers in galley and pantries to be clean . . . Spice cans in galley to be closed after each use, and tops of same clean and free of all dirt . . . Scoops in flour and sugar bins must be clean and free of any caking . . . All left-overs returned to refrigerators must be covered with aluminum foil . . . Shelves in dry storeroom should be clean and free from dirt . . . Bulk rice, beans (if carried in bulk) should be in covered GI can and free of weavils. It is recommended that all rice and beans be delivered in packages to eliminate possibility of weavils . . .

No Paint Brushes In Galley

"Use only PHS-approved-type pastry brushes and get rid of all paint brushes in galley . . . Get rid of "Universal Spoon" in officers' and crew pantries. Instruct messmen to put out several teaspoons on a paper napkin for coffee-time . . . All pies and pastries to be covered with plastic cake covers . . . Get rid of baker's canvas . . . Baker's bin, including peel, rolling pin, spatulas, etc., must be spotless . . . Sugar and flour bins in galley to be thoroughly cleaned before adding new supply . . . Baker's oven must be clean and free from rust and food particles . . .

"Screens over galley stove to be clean and free of grease . . . Intake screens located in galley and pantries to be thoroughly cleaned and free of dirt . . . Galley stove must be clean and free of grease, including overhead screens, bulkhead, oil drain pans and boxes (located on each side of stove); same for steam kettle . . . Fry pans to be degreased . . . French fryer and basket must be clean and free of all old grease . . .

Mixers Must Be Clean

"Hobart mixer to be thoroughly cleaned to prevent possibility of oil or other foreign matter getting into food . . . Edlund can opener in galley must be kept clean, especially in cogs, gears, etc. . . . Dumb-waiter and shaft in connection with same, especially lower deck, must be clean and sanitary . . . Scuppers in galley and pantries to be clean, free and in sanitary condition . . .

"Vessel should be free of roaches . . . Food placed in garbage cans aft in port must be covered. Cans should be hose-washed when unloaded . . . Garbage cans in galley and pantries to be thoroughly cleaned and covered at all times when not in use . . . All ports to be screened and every effort made to eliminate flies. Messrooms, pantries and galley to be sprayed as required . . . Drinking fountain heads on all decks to be taken off and cleaned periodically . . . Paper towels to be used in steward department toilets; also liquid soap. Sign above wash basin to read "Wash hands before leaving" . . .

"Temperature of all domestic refrigerators must be below 50 degrees . . . Domestic refrigerators to be defrosted and thoroughly cleaned prior to arrival, both inside and outside. Check door gaskets for cleanliness . . . All refrigeration compartments, when defrosting, to be thoroughly washed down and bulkheads and overhead cleaned, including all shelves, etc. Chief steward should personally supervise this job. Clean behind all door gaskets. Check deck for cleanliness when removing gratings . . . Never use #10 tins to stow left-overs . . . Put opened jars of mayonnaise in domestic refrigerator."

All of these suggestions and procedures, already in use on Bloomfield vessels, appear to produce outstanding results. As a result, Bloomfield's sanitation record is one of the best anywhere, and has been that way for some time. Stewards, galley personnel and all hands on other vessels are urged to keep these items in mind as a matter of routine aboard their own ships. That way, we can work to keep SIU ships the cleanest in the business—and the best feeders too.

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

Isbrandtsen Buys Into Export Line

Isbrandtsen Co. Inc., a 70-ship operator, has acquired controlling interest in American Export Lines, which presently operates 30 vessels including the passenger liners Independence, Constitution and Atlantic. Though an Isbrandtsen official stated that separate operations would be maintained by both shippers for the present, such a transaction will, no doubt, eventually lead to a consolidated ship-shipping operations. Export presently operates subsidized services, but Isbrandtsen does not.

Isbrandtsen paid about \$8,000,000 in cash for the controlling (25 percent) interest in the Export firm's stock. After the deal had been consummated, there was a slight re-shuffling of top officials of Isbrandtsen who took over key posts at Export which were vacated by the three directors.

Time To Clean House



Seafarers Tex Jacks, bosun, and Dick Pifer, DM, tend hose on but-terworth machine while cleaning tanks aboard the Ocean Ulla. Vessel is one of new supertankers under contract to the SIU.

Typewriter Firm Joins Runaways; Will Lay Off 1,500 Workers

The runaway trend of American industry is continuing in high gear. The latest to join the trend toward production overseas is Remington Rand, a large-scale typewriter manufacturer. It is packing bag, baggage and key board and joining the headlong rush to Europe.

Remington Rand will start producing both standard and portable models at its numerous overseas facilities and then import the finished products for sale in the domestic market.

Shifts At Elmira

As a result of the move away from Elmira, New York, where the company currently produces typewriters, as many as 1,500 of 4,300 workers may be laid off. Remington Rand president Dause L. Bibby said that perhaps "only" 860 would become unemployed. As for the others, he felt sure that they could be kept busy doing something in Elmira, but at this time he couldn't say what.

The company also manufactures electric typewriters, adding machines and computer units at the Elmira plant. Presumably, these operations would continue as before.

The usual factor cited in the runaway moves was given—lower production costs abroad. What wasn't mentioned was the tax sav-

ings involved as long as company profits are not remitted to the United States, plus the special concessions on taxes, factory construction and loan interest rates which are given to American companies abroad.

The Remington Rand executive threw a few words of comfort in the direction of the 1,500 workers who will lose their jobs, declaring, "Don't say labor is at fault. They are only part of the softness that has invaded all of us."

Back in the 30's Remington Rand

Old Strikebreaking Pattern

won notoriety for the use of the "Mohawk Valley formula," a care-

fully-planned strikebreaking pattern that was applied with considerable success in many areas. Several of the company's plants are still non-union.

The last two years have seen a long list of American firms establish overseas manufacturing plants in such countries as Japan, Belgium, France, the Netherlands, Luxemburg, Germany and Italy. The biggest runaway operations have been in the film industry, with motion pictures shot on location in such low-wage countries as Spain. Shipping operations, of course, have had their own sub-standard havens in Liberia, Honduras and Panama for years.

Want To Unload \$3? 'Job Service' Will Oblige

The perennial game of selling information on "how to get a job on a ship" is still going strong, judging from material received recently at Union headquarters.

Generally, all one has to do is send from \$3.00 to \$5.00 for "inside" dope on how to get seamen's papers; the names and addresses of union hiring halls and other information of the kind which can easily be obtained through the telephone book or from the Coast Guard, without charge.

What the promoters don't tell their gullible victims is that the Coast Guard will not issue seamen's papers unless the applicant has assurance of employment.

One promoter advertises himself as a steamship and yacht agent. Those answering his ads receive a form letter telling them that for \$3.00 they can receive his book, "Facts About The Merchant Marine For Newcomers." The blurb letter notes that the book "would of cost you hundreds of dollars and many months of almost impossible research . . ."

The customer also receives a small "safety money envelope" to

enclose his \$3, upon which is inscribed "don't be afraid to send cash—thousands of folks do." They probably have, but they shouldn't.



Prove Eligibility For Hospital \$

Seafarers being admitted to a Public Health hospital are urged to carry with them their Union book plus proof of eligibility for SIU benefits; namely, a record that they have at least 90 days seetime during the previous year and at least one day during the previous six months. Failure to have the proper credentials will cause a delay in payments to the Seafarer.

If the Seafarer is admitted to a hospital which is not a PHS institution, he should contact the Union immediately. The Union will arrange with the USPHS for a transfer to a Public Health hospital in his vicinity. The PHS will not pick up the hospital tab for private hospital care, unless it is notified in advance.

THE CANADIAN SEAFARER



Union Wins Wage Rise, Shorter Work Week On Lakes

MONTREAL—A three-day strike by SIU Canadian District members brought a quick end to operator resistance and won a new three-year contract involving a five percent wage gain and a reduced work week.

Canadian District Sec.-Treas. Hal Banks announced that the



Hal Banks, SIU Canadian District secretary-treasurer, announced successful outcome of Lakes beef.

new agreement with the Lakes Carriers Association will qualify

Canadian Seafarers to hefty retro-active payments dating back to May. They will amount to as much as \$425 in some instances.

The agreement applies to a group of major Lakes companies, but the pattern set by the Association normally applies to the entire Canadian Lakes fleet.

The new wage scale will boost crewmen's wages from \$55 to \$85 per month, with the standard work week cut to 44 hours from 48.

Rejected Offer

The strike began against the N. M. Paterson Company fleet of 23 vessels after union members had voted by a majority of five to one, by secret ballot, to reject a Canadian government conciliation offer. The other four members of the Carriers Association then started to tie up their vessels, apparently under a pre-arranged plan to lock out the members of the Canadian District. After three days though, the Association and the union were able to work out a new agreement.

Bosun and crane operators, who still work a longer work week, will earn \$535 and \$622 per month respectively, under the newly-negotiated contract, as compared to the previous monthly wage of \$487 and \$550. Deckhands on the new 44-hour weekly schedule will receive \$348 instead of \$313 as previously paid.

In addition, premium pay for performing certain duties was incorporated into the new contract. For example: a crewman who handles hatches will be entitled to the same scale as paid to a longshoreman during the period he performs such duties.

Bigger Ships

In the course of the contract dispute, Banks had pointed out that the big new Lakers now in operation carry up to five times the cargo formerly carried on the old canals, with only a small difference in the manning scale. Consequently, the operators were well able to afford the demands of the union.

The Lakers formerly were restricted to the Lakes proper, but now that the Seaway is open, they have been coming up the St. Lawrence to Montreal, Seven Isles and other river ports. Before the Seaway opened, the canals around the rapids outside of Montreal could only handle ships drawing 12 feet of water.

SIU Canadian District Halls

FORT WILLIAM.....408 Simpson St.
Ontario Phone: 3-3221
HALIFAX, N.S.....128 1/2 Hollis St.
Phone 3-8911
MONTREAL.....634 St. James St. West
Victor 2-8161
QUEBEC.....44 Sault-au-Matelot
Quebec LAFontaine 3-1569
THOROLD, Ontario.....52 St. David St.
Canal 7-5212
TORONTO, Ontario.....272 King St. E.
Empire 4-5719
ST. JOHN, NB.....177 Prince William St.
OX 2-5431
VANCOUVER, BC.....295 Main St.

A New Giant For The Canadian Lakes Trade



SS John A. France, new Laker manned by Canadian District members, is shown after her christening in Montreal. Vessel can haul 25,700 tons of bulk cargo and is as big as the capacity of the Seaway locks permits.

Christen Giant New Lakes Carrier

MONTREAL—Another big Laker for operation by an SIU-Canadian District company, the John A. France, was christened in the Canadian Vickers shipyard here. The ship was the biggest ever to be built in Montreal.

Constructed for Scott Misener Steamships Ltd., the vessel is 722 feet six inches long and 75 feet in the beam, the widest possible breadth to squeeze through the Seaway locks.

Because of its extreme size, the vessel was built in two sections and then joined together. It boasts a 9,000 horsepower steam turbine plant, air conditioning throughout all accommodations and a host of automatic controls. With more than a million cubic feet of cargo space, the vessel will be able to haul huge quantities of bulk cargoes such as grain, coal and ore. She rates as a 25,700-ton bulk carrier.

Run to Seven Isles

It is expected that the France will run regularly from the Lakes as far east as Seven Isles, Quebec, which is the terminal at which Canadian iron ore is picked up for use by inland steel mills.

A sister ship of the France is now under construction at the same yard, to be delivered in mid-summer.

The Montreal yards have been unable to participate in the construction of large Lakers for the

simple reason that they were unable to get such ships into the Lakes before the Seaway opened.

Consequently they had always been built in Great Lakes yards in previous years.

Urge Second Canal To Bypass Niagara

As expected and predicted by many experts, the Welland Canal has proven to be a bottleneck in the St. Lawrence Seaway, and a second canal, on the American side of Niagara Falls may be the best answer, according to Harold C. Hanover, president of the New York State AFL-CIO. He called for funds to finance a really exhaustive study of such a project.

The Welland Canal runs almost north and south across the Niagara peninsula for about 30 miles. It is about eight miles west of Niagara Falls and links Lakes Erie and Ontario.

Previously, plans had been proposed calling for the building of a second canal on the Canadian side. In either case, the construction of a canal to pair with the Welland would materially reduce delays for ships of all flags during the navigation season. It would work to the advantage of both Canadian and American shipping. That's because delays in the canals and locks are more costly for these ships than their foreign competitors.

Canal Is Bottleneck

Hanover was able to marshal some impressive figures in backing his contention that the Welland is a bottleneck costing money and time. Because of it, the Seaway took in only \$85 on every anticipated \$100 in its first year of operation. In 1958 the Canal could be cleared in nine hours, but by the following year this figure had gone up to 58 hours.

In addition, it has been discovered that ocean-going vessels, for which the Seaway had been built, were suffering eight times as many accidents as smaller vessels. "The Welland Canal is too narrow for safe operation of larger vessels," he declared.

One suggested way to handle the

bottleneck is the twinning of existing locks. Hanover doubts this approach. He favors the idea of an all-American canal, somewhere east of the Welland, which "would not compete with, but rather supplement it."

Another Big Laker Goes Into Service

A new giant Upper Lakes bulk carrier, the Carol Lake (Carryore, Ltd.) made its maiden voyage to Seven Islands in Quebec last month after informal christening ceremonies September 1. Under contract to the SIU Canadian District, the vessel has a carrying capacity of over 25,000 long tons of ore and about 750,000 bushels of grain.

The Carol Lake is the third super-cargo ship built for the company during the last two years. A sister vessel, the Menihek Lake, was completed last year and the 730-foot Murray Bay was completed a few months ago.

Another soon-to-be-completed vessel which will be crewed with SIU Canadian District members is the Collingwood (Canada Steamship). This ship, a package freighter, has a capacity for 7,500 short tons of grain or 3,000 tons of freight. She will have a speed of 16 knots. It should be operating at the start of the next shipping season, according to reports.

Call Skipper Responsible In Grounding

A ship's master and a river pilot were blamed in Canada last month for the grounding last November of the SIU Canadian District-manned John Misener in heavy fog in the St. Lawrence River.

A Ministry of Transport-appointed investigating team, consisting of a Superior Court Judge and two sea captains, found Captain Frederick J. Brady and the pilot, John Keating, guilty of allowing the ship to run ashore, for several reasons.

The investigators found that the skipper had left the bridge after the pilot had boarded the vessel in early morning haze. A young third mate was left on the bridge in charge. The captain remained in his cabin, the investigators stated, until the first fog signal was sounded some four hours afterward. Within minutes after, the ship ground to a halt.

Other facts uncovered by the probers showed:

The ship maintained a speed of 12 knots until the vessel became grounded, and no lookout had been posted despite weather conditions. Just prior to the time of impact, the pilot had come "dangerously close" to a buoy and had passed another ship in the fog at an unsafe distance. And, though the ship had been equipped with navigational aids, it used only radar—and "there was failure to make proper and efficient use of that," the investigation concluded.

Winch Accident Proves Fatal

Brother Ed Landault, 24, a crewmember of the SIU Canadian District-manned Windoe lost his life recently in an accident aboard the ship while it was traversing the St. Lawrence Seaway, near Messina, New York.

The Seafarer was caught in a winch while the ship was passing through the Eisenhower Lock. He was rushed to the hospital but died soon afterwards.

Landault joined the SIU last spring and shipped on the James B. Eads. A funeral was held for him at Espanola, Ontario. Several SIU Canadian District members attended, including Phil Donovan and Gary Placken.



THE PACIFIC CO

American-Hawaiian Plans To Reenter Intercoastal Trade

American-Hawaiian Steamship Company, SIU Pacific District contracted when last operating on the intercoastal freight run in 1953, may be bringing it back, according to a report to stockholders made by President Samuel H. Moerman. The main reason for such hopes is that the Maritime Administration seems to be looking with favor upon the company's application for ship mortgage insurance. Several months ago, a similar application was turned down.

The insurance would cover the construction of three trailer-type vessels for the coast-to-coast trade, much of which is now in the hands of the railroads.

If shipping on this route is to be resurrected, it will first have to demonstrate economic feasibility. Mr. Moerman reported that "final approval is subject to our establishing satisfactory design of the proposed vessels, economic soundness of the project, and evidence of financial resources and operating ability adequate for the construction, operation and maintenance of the project."

American-Hawaiian was one of the first companies in the industry to discuss construction of container ships and at one time had gotten pretty far advanced in planning for such vessels, but up until now it has been unable to

arrange satisfactory financing details.

A consulting engineering study of the largest single class of cargo—eastbound canned goods traffic—indicates that a container ship program would be superior to and cheaper than the rails.

Further good news is that the Interstate Commerce Commission has promised to protect such water carrier service, once it gets started, from unfair rail competition. Mr. Moerman considers this guarantee one of the most important steps in bringing the container ship program off the drawing board and closer to reality.

One of the existing intercoastal operators, Luckenbach Steamship, has been hard hit by such railroad competition, particularly rate-cutting on transcontinental canned goods traffic.

Elections Set In All Three Coast Unions

SAN FRANCISCO—The three Pacific District Unions, the SUP, MFOW and the MCS, have started procedures for their elections at the end of this year.

The SUP opened nominations October 17 and the candidates' acceptances are due before November 15. Voting on SUP officials will be from December 1 until January 31, 1961.

In the MCS elections, 317 names have been submitted for the 15 positions to be filled in the current election. The number of candidates, nearly a record, is expected to be reduced after MCS credentials committee action this month. Nominations have already closed and voting will be from November 1 to December 31.

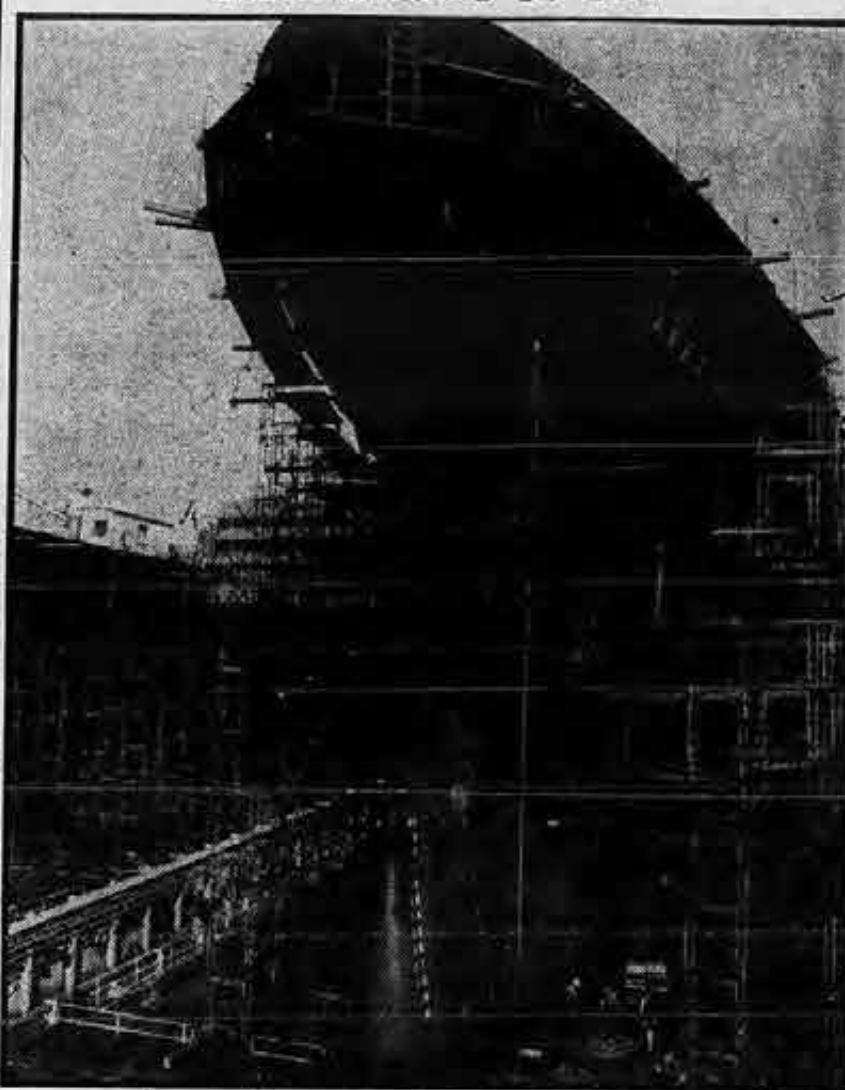
The MFOW credentials committee has certified 45 candidates for 16 positions in the Union. Balloting will be from early November through January.

The incumbent MFOW president, Sam Bennett, is not a candidate for re-election. W. W. Jordan is unopposed for the MFOW presidency.

In addition to Unionwide offices and port offices, the Firemen have nominated six members for positions on the Board of Trustees of the Union. Nine delegates to the SIUNA 1961 convention in Puerto Rico have also been certified by the MFOW credentials committee.

In addition to the positions of president, vice president and treasurer, the MFOW posts in the coming election include three business agents and a dispatcher for San Francisco; a Seattle Port agent and business agent; Portland port and business agents; San Pedro port and business agents; New York port and business agents and a port agent for Honolulu.

Lincoln Goes To Sea



This is a view of the 23,000-ton President Lincoln at the Bethlehem Steel yard in San Francisco before she was launched. The new Sea Racer is now part of the American President Lines fleet and is manned by the SIU Pacific District Unions.

President Lincoln Launched For APL

SAN FRANCISCO—The SS President Lincoln, first of two Sea Racer cargo liners being built at Bethlehem Steel Company's shipyard here for the American President Lines, was launched late last month.

Together with the SS President Tyler which is soon to be launched, APL, an SIU Pacific District-contracted company, is spending some \$32 millions on the two vessels.

The SS President Lincoln, manned by members of the SUP, MFOW and the MCS, will carry a 60-man crew. The 23,000-ton ship is 563 feet long, has a 76 foot beam and can cruise at 20 knots. She has a general cargo capacity of 544,950 cubic feet.

In addition, the ship will accom-

modate 12 passengers. One hold will be for containerized cargo and another has been designed for ready conversion to a container hatch. A 25-ton capacity crane rides above the container hatch for handling containers and sea vans.

The ship, whose keel was laid in December, 1959, will be delivered in February, 1961.

Present at the launching were Ralph K. Davies, chairman and George Killian, president of APL. Vice Admiral Ralph E. Wilson, chairman of the Federal Maritime Board and Maritime Administrator, US Department of Commerce, declared that it is essential that there be an adequate number of American flag ships.

MFOW, SUP MCS Start Wage Talks

SAN FRANCISCO—Pacific District Unions of the SIU, the SUP, MFOW and MCS have entered negotiations on wage reviews with shipowners.

The Unions, which presented a six-point demand in September, secured agreement on one of the points: retroactivity. The shipowners have agreed that all wage and compensations in the current negotiations will be retroactive to October 1, 1960.

Offer Rejected

A five per cent wage increase offered by the companies contracted to the Pacific District Unions was rejected as inadequate by the joint negotiating committee of the three Unions.

Proper wage and overtime increases have been demanded in order to restore traditional wage relationships in the maritime industry. The Unions are conducting a study to show the lag between unlicensed departments of the Pacific District and other maritime workers.

Supplemental wage allowances are one of the demands of the Unions. Correction of inequities in individual ratings are also being sought by the union committee.

Automation Problem

The Pacific District is calling for proper compensation for automation and mechanization within the maritime industry. A demand that a medical center program be put into operation in the port of San Francisco by January, 1961, is also part of the six-point Union program. Part of the medical center program includes optical care for the members of the Unions.

The present contract does not expire until next year. All agreements between the unions and the Pacific Maritime Association companies are being dealt with now, including offshore, intercoastal and coastwise.

Wages are the prime consideration in the current negotiations. The Pacific District unions are emphasizing a united front on all propositions and the Unions proposals are based on the recommendations and actions of the memberships.

Pacific District Shipping

Port	SUP 8/22 to 9/19	MFOW 9/1 to 9/30	MC&S 9/1 to 9/30	Total
San Fran.	616	240	533	1,389
Seattle	124	87	66	277
Portland	109	35	34	178
Wilmington	465	(no hall)	122	587
New York	88	36	26	150
New Orleans	8	(no hall)	4	12
Honolulu	20	44	23	87
San Pedro	(no hall)	104	(no hall)	104
Total	1,430	546	808	2,784

Plan New MCS News

In an effort to better disseminate news and important information to its membership, the Marine Cooks and Stewards Union is planning a new look for its official publication, "Stewards News," through the formation of a publications and research department which will be charged with this responsibility.

Secretary-Treasurer Ed Turner notes that the editorial content of the "Stewards News," through the new department, will make for a better-informed membership.

Changes Going On SUP Ballot

The fifth and last in a series of proposed changes in the constitution of the Sailors Union of the Pacific were approved by the SUP membership meetings and will go on the referendum ballot. The proposed changes, representing a major overhaul of the SUP constitution, will bring it into conformity with the provisions of Federal law governing union procedures.

The changes covered in the fifth reading dealt with such items as fund disbursements, strikes and funeral benefits. Four previous readings had covered revisions in other sections of the constitution.

To become effective, the proposed constitutional changes will have to be adopted in secret ballot referendum. They will be placed on the ballot along with the candidates for SUP offices.

On these pages is news of activities of the SIU Pacific District representing the three West Coast unlicensed unions, the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards Union, who sail under the SIU banner predominantly in the Pacific trades to Hawaii, Alaska, the Far East and on 'round-the-world runs. The SIU Pacific District Unions are a key group in the SIUNA, representing as they do the entire maritime industry on the West Coast.

EAST SEAFARER

West Coast Sailors

MARINE FIREMAN
STEWARDS NEWS

SS Hope Sets Sail As Ultra-Clean Ship

SAN FRANCISCO—The medical training ship, the SS Hope, which sailed from here last month to Indonesian and other Far East ports, will provide some special and unusual duties for its 135 crew-members.

The ship, completely equipped with a floating hospital, is a gift of American unions, industry and individuals and is sponsored by Project Hope, a program of the People-to-People Foundation. It will provide medical training for doctors in the Far East and help the world to health.

The hospital ship is manned by unlicensed members of the SIU Pacific District Unions: the SUP, MFO and the MCS. A memorandum of agreement has been signed by the Pacific District unions and the operators covering the hospital ship.

Although the unlicensed crew is sailing the ship for its operators, American President Lines, under a standard agreement, there are some unusual features in its operation.

Year's Activities

The crew signed articles for a full year, and the three unions have agreed that except for emergencies such as the need for hospitalization or serious family problem, a crew member will not pay off before the termination of his articles.

But, the crew has advantages that other crews do not have. The SS Hope will spend many weeks in port, and crewmen will receive an unusual amount of port leave. Draws will be in American money except in those countries where US currency is forbidden. In those ports, the crew will be able to draw the native currency at the official exchange.

The ship is fully air-conditioned in all areas and the crew has service from the ship's laundry. The crew also has soda fountain facilities and a lounge.

The crew includes a skipper and four mates, three radio operators, 27 men in the deck department, two pursers, a hairdresser and a shop attendant, nine licensed engineers, 24 men in the black gang and 63 in the steward department.

The ship was the former US Navy hospital vessel Consolation. Its 800-bed capacity has been modified to some 230 beds to provide training facilities.

Dr. Paul Spangler, chief medical officer of the vessel and a veteran Navy medical officer, stated that the medical team plans no direct assault on the health problems of the countries to be visited. "Our main objective is training," he said.

Short On Doctors

There is only one doctor for about every 75,000 people in Indonesia and it is difficult for the nation's 1,100 doctors to keep up with new medical developments.

The SS Hope will offer the hard-pressed Indonesian doctors the chance to learn how medicine is practiced here. They will be taught by treating selected cases brought aboard the hospital ship.

While American doctors will offer advanced medical knowledge to their Indonesian colleagues, they

themselves will be learning about diseases such as smallpox and tropical fevers seldom seen in the US.

The \$3,500,000 operating budget for the hospital ship's activities for the first year is being raised by unions, business and private contributors.

The itinerary of the ship includes the Indonesia ports of Djakarta, Oct. 18; Macassar, Nov. 4; Ambon, Dec. 5; Kupan, Dec. 30; Bima, Jan. 15; Padang Bai in Bali, Feb. 1; Surabaya, Feb. 21; Samarang, March 22; and Djakarta, April 23. The next port will be Singapore, followed by visits to Viet Nam seaports.

Sanitation Vital

Because of the nature of the services rendered aboard the vessel, all three shipboard departments will have to pay scrupulous attention to cleanliness in all quarters. This is particularly true, of course, in the galley, where the steward department will be preparing meals for patients in addition to the 72-member medical crew and various visiting officials and local doctors in the countries being visited.

The steward department has a great opportunity to display its skills because doctors have a reputation of being notoriously indifferent to the food they eat.

In addition to the usual shipboard power plant and other machinery, the black gang will maintain air-conditioning equipment and added generators for use in operating rooms and other specialized services. Engine department members must wear white boiler suits to be provided by the operators, when frequenting public areas aboard the ship.



Nurses aboard the SS Hope, floating hospital ship which will bring medical aid to the peoples of Southeast Asia, inspected the master control board in the engine room before the vessel set sail from San Francisco. Left to right are Joanne Acelfing and Teresa Campbell, with Chief Engineer C. A. Strohecker, member of the MEBA Local 97.

Indonesia-Bound



Here are some of the Sailors Union members of the SS Hope crew: (front, l-r) S. Foo, OS; D. William, OS; John McGovern, AB; A. Melville, H. Y. Chung, E. C. Blake, and T. Eriksen, ordinaries; J. Simon, MM and W. Darding, AB. (Standing, l-r): D. Smith, QM; F. Ward, MM; C. W. Kosky, AB delegate; M. L. Van Dusen, carpenter; John O'Meara, bosun; Leonard Alder, QM; Frank Ashton, AB; A. Joslin, AB; J. McNulty, AB; Erik Pearson and Walter Gargica, both watchmen; George Bunkenburg, DM, and O. Olstad, storekeeper. Picture was taken on the helicopter deck of the SS Hope in San Francisco.

MCS Committee Issues Report And Review Of Union Operation

SAN FRANCISCO—The Marine Cooks and Stewards Operations and Review Committee report was overwhelmingly accepted by the membership of the union last month. The report, the product of a committee composed of Ted Nelson, Ted Wilson, George McDowell, Stafford Ash, Gordon Shaw, Willie Farmer, Charles Daniels, and Charles Hutto, made recommendations on a variety of subjects ranging from shipping rules to the MCS training school at Santa Rosa.

The recommendations include a suggestion that there be a general tightening of the shipping agreement in connection with the posting of work schedules and assignments. The SS Matsonia was singled out for special comment on the work schedule issue.

It was also recommended that all freighter chief steward jobs be placed on the shipping board and dispatched in accordance with the shipping rules. The committee charged that this practice is not followed in some ports.

A union indoctrination program, to familiarize members with the constitution, shipping rules and agreement, was recommended. It was also suggested that the accountants who compile the financial reports make more detailed findings.

Shipping Rule Changes

Efforts should be made to negotiate the recently passed "one-year-rule" into the present agreement with shipowners, the committee said. A one-card registration system was also suggested to replace the present three-card system.

An amendment to the shipping rules was suggested, to read in part: "In case a vessel is laid up and is reactivated within 30 days, those employed on the vessel at the time of lay-up shall be entitled to return to the vessel to complete their allotted seniority time providing they register to re-ship."

The committee, reviewing the recent purchase of the Don Hotel in Wilmington, suggested that the union continue ownership at the present time. Leasing the bar and restaurant to a private individual was suggested.

Also examined by the committee

was the training center at Santa Rosa.

It was recommended that the training program be continued on a limited basis, with an enrollment of 36 persons. More cabins for pensioners were suggested and it was also recommended that added equipment be purchased for the center.

SIU Pacific District Halls

SUP

HONOLULU... 51 South Nimitz Highway Phone 5-1714
NEW ORLEANS... 523 Bienville St. Phone 5-7428
NEW YORK... 675 4th Ave., Brooklyn Phone 9-6603
PORTLAND... 211 SW Clay St. Phone 3-4306
SAN FRANCISCO... 450 Harrison St. Phone 2-8363
SEATTLE... 2505 1st Ave. Phone 2-0290
WILMINGTON... 505 Marine Ave. Phone 5-6617

MC&S

HONOLULU... 51 South Nimitz Highway Phone 5-1714
NEW ORLEANS... 523 Bienville St. Phone 5-7428
NEW YORK... 675 4th Ave., Brooklyn Phone 9-6603
PORTLAND... 211 SW Clay St. Phone 3-4306
SAN FRANCISCO... 350 Fremont St. Phone 7-5600
SEATTLE... 2505 1st Ave. Phone 2-0290
WILMINGTON... 505 Marine Ave. Phone 5-6617

MFO

HONOLULU... 56 North Nimitz Highway Phone 5-6077
NEW ORLEANS... 523 Bienville St. Phone 5-7428
NEW YORK... 130 Greenwich St. Phone 7-7094
PORTLAND... 522 NW Everett St. Phone 3-7297-3
SAN FRANCISCO... 246 Second St. Phone 2-4592
SAN PEDRO... 286 West 7th St. Phone 3-4483
SEATTLE... 2333 Western Ave. Phone 2-8326

Crewmember Flees Russian Ship

Ignored by American news services while reporters raced around at the heels of Russian Premier Khrushchev, the crewmembers of the Russian-flag Baltika sprung into prominence last week when one of them jumped ship and asked for political asylum in the United States.

Victor Jaanimets, an oiler, slipped away from a group of shipmates while shopping in Manhattan and made good his escape. After security checks by the FBI and Immigration, he was permitted to stay in the US.

Jaanimets, an Estonian, denounced Communist enslavement of his native country. He declared that crewmembers had been set to spying upon each other, and that Russian security men "supervised" the crews' comings and goings.

Up until Jaanimets' dramatic flight, the Russian crew had gone about their sightseeing and shopping in Manhattan without arousing a tremor of interest. They were the first Russian workers to come ashore in the United States since shortly after the end of World War II. All other Russians coming to the States have been officials, members of diplomatic missions or representatives of trade agencies.

When the ship arrived in New York, US Immigration issued some 180 D-1 landing permits enabling the crew to come ashore for up to



Radiating pleasure at prospect of enjoying political asylum in the US, Estonian seaman Victor Jaanimets meets the press at US Immigration Office in New York. Jaanimets, an oiler, sought freedom after quitting crew of the Soviet liner Baltika which brought Soviet Premier Khrushchev here for UN sessions. Baltika sailed short one oiler last week.

29 days. Police sources said that the Russian crewmembers came ashore in groups, and Jaanimets later informed reporters that crewmembers were instructed to keep watch on each other. The crewmembers were told by Red security officers to travel in groups of five

to protect themselves against "thugs and criminals."

Jaanimets sneaked away from his group in a crowded Manhattan department store, grabbed the nearest cab and headed to downtown Manhattan. He then wandered into a waterfront bar where he somehow communicated his plight to one of the patrons, who got him into safe hands. Two days later he was granted asylum by Immigration and is now resting at an undisclosed location.

THE INQUIRING SEAFARER

Do you think it is desirable to allow crewmembers to draw against their overtime wages? If so, why?

J. L. Gomez, bosun: That would depend on the individual's financial condition—his obligations to his family and creditors, etc. A draw against OT would mean a smaller payoff at the end of the trip. This might tend to place a hardship on the family of the Seafarer who drew the money. Of course, it's a different story for a single man with no responsibility. In any event, I don't draw on OT wages.

Ysee Hong, steward dept.: No—at least not for me. I have a wife and two children who are dependent upon my pay. I wouldn't think of drawing against OT wages because it would not be fair to them. To do this would minimize the amount of pay due me at the end of the voyage. I have had the opportunity to take advantage of this offer on numerous occasions but have always passed up the chance.

Lester Herbert, chief cook: Most ships I sail make round-the-world trips, and we're allowed to draw against ten percent of the overtime we have worked. I never pass up the chance to do this because in spite of the draw, I still have ample money coming to me at payoff time. This way I still have pocket money and my family doesn't have to suffer from lack of financial support.

Clifford Henry, chief cook: I feel the same way about drawing against OT as do many of my shipmates in the stewards department. It's okay to draw against OT, if, in doing so, the family budget is not affected. I am a family man and have consistently taken advantage of the offer. I might also add that this has not hurt them. I feel that if the shipping company goes along with the policy, I will too.

Mario F. Serrano, stewards dept.: I always draw against overtime pay whenever I can. Why? So I can send money home to my wife and two children at periodic intervals. This, incidentally, is a great help to them. At the same time, I still have a bit of money for myself—to take care of my own needs. I usually sail on short hauls to Puerto Rico and on ships which allow weekly draws of this nature.

Cecil Rush, oiler: Yes—it would be desirable. When a man (like myself) has a family and provides them with the maximum allotment, he's left with very little to draw from when he's in foreign ports. He might wish to take some souvenirs home, and certainly needs a certain amount for personal recreation. Example: I draw all I can when I hit Yokohama. There's great recreation there!

MA Seeks 100-Knot 'Stilt' Ship

A second contract for developing hydrofoils has been awarded to a Grumman Aircraft affiliate by the Maritime Administration. The project is supposed to come up with a foil which will permit vessels to travel over the water at more than 100 miles per hour.

Dynamic Developments Inc., of Babylon, LI, is already building a 104-foot, eighty-ton hydrofoil craft which is expected to travel at 70 knots using conventional foils. It won the \$428,000 contract for the new project.

The new contract is to develop wedge-shaped foils to direct the drag-producing vacuum, or cavitation to the rear of the foil where it will not reduce the foil's lifting power. Most foils in use today encounter the cavitation problem.

The company demonstrated a 23-foot experimental craft with the new foils at an international conference on hydrofoils at the Hague, Netherlands, last month. The new foils were originated by William P. Carl, president of the company.

The contract calls for equipping the 104-foot craft with the new "super-cavitating" foils. It is part of a hydrofoil research program being carried out by the Maritime Administration in cooperation with the Navy's Bureau of Ships and the Office of Naval Research.

Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

Insurance Fees Often Out Of Line

If you buy a car on time payments and sometimes other types of merchandise, the chances are that you also are paying for credit life insurance without knowing it.

A survey by the National Better Business Bureau has found that over half of all buyers of cars on installment plans also buy credit life insurance without their knowledge or consent.

Kenneth B. Wilson, president of the Bureau, says this happens because many time-payment contracts do not itemize the various charges in addition to the price of the car, but simply lump a charge for credit insurance into the total price of the car.

Credit life insurance nowadays is required by most banks and finance companies, and some installment dealers, when you take out a loan or buy on time. The insurance pays off the balance of your debt if you die before completing your payments. Lenders provide it chiefly for their own protection. However, it's not a bad deal for you if you know you're paying for it, and most of all, pay just a reasonable fee for it.

Credit unions, for example, provide credit life insurance for all borrowers without any extra charge. Many banks and reputable lenders provide it at an extra fee of 50-60 cents for each \$100 borrowed.

At a cost to you 60 cents or less per \$100 of debt, credit life insurance does provide temporary insurance at a time when you probably need it most. If anything happened to you, your wife or co-signer won't have to complete the payments.

It's group insurance, so everybody pays the same rate with no medical exam. Thus it's especially helpful for older people and those in hazardous occupations or suffering from a chronic illness, who usually have to pay extra for life insurance.

Whether you want credit insurance or not, you're pretty likely to get it these days if you borrow or buy on time. This type of insurance has soared from less than two million policies in 1948 to over 35 million in '58, the BBB reports. Apparently half or more of all families may be paying for credit life insurance right now whether they know it or not.

But dealers and lenders who add credit life insurance on to your bill without your knowledge, also often overcharge for it, the BBB study finds. In fact, the price some sellers charge is scandalous. The National Association of Insurance Commissioners found that over half the companies selling this type of insurance, paid out in claims less than 20 percent of the premiums charged. Almost one-third of the companies paid out less than ten percent.

That means the fees for this insurance were rigged so that for every dollar charged for credit life insurance by these companies, they paid only less than ten to 20 cents.

The commissioners found that three insurance companies specializing in this type of insurance took in a total of \$33,500,000 one recent year and paid out in claims only \$7,400,000 or 22 percent. So you can see the extent of the gouge.

Besides insurance companies, the people making the money on credit life insurance are the dealers and loan companies who add it to your installment contract. The commissioners' study found that well over half the insurance companies paid in commissions, rebates or kickbacks, over 50 percent of the fees charged installment buyers and borrowers for such insurance. Some commissions or kickbacks ranged as high as 80 percent. If you had a balance of, say, \$1000 on the purchase of a car, and the dealer or lender tacked on \$22 for "credit life insurance", he was able to pocket \$11-\$17 of it for himself.

Some of the finance companies have set up their own insurance companies for the specific purpose of selling credit life insurance. The commissioners found that one insurance company, a wholly-owned subsidiary of one of the largest national finance companies, paid out only 21 cents in claims for every dollar it took in on the sale of credit life insurance.

Now the state insurance commissioners want the companies to limit their take to 50 percent of the premiums charged. This is still an exorbitant price, and almost twice as much as regular insurance companies require for their overhead and profit on regular life insurance.

You have to protect yourself from this widespread gouge. It's simple enough:

1—Don't sign any installment contract if the dealer lumps all the charges together without itemizing what you pay for various items.

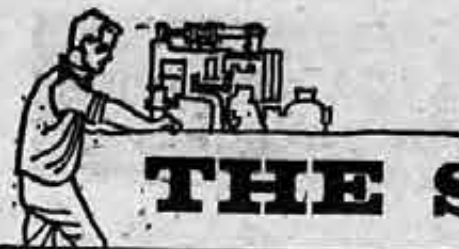
2—If the dealer does itemize a charge for "insurance" but doesn't say what kind, then make him specify whether this is insurance on the car itself, or credit life insurance, and how much he is charging for each.

3—If he charges much more than 60 cents per \$100 of your balance, you are paying more than you need to. Thus on a balance of \$1000 on a used car, a moderate charge for credit life insurance would be \$6.

4—If a dealer or loan company also charges you for accident and health insurance with an installment purchase or loan, you may be a candidate for a real gouge. Some fringe auto dealers and some small-loan companies, especially in the southwest and midwest, have been charging borrowers not only for credit life insurance, but for health insurance too.

5—Also beware if a dealer or loan company charges you for credit insurance but withholds the policy. If anything did happen to you, your family might never know you were covered by such insurance.





THE SIU INDUSTRIAL WORKER

Bank-Breaking Job



Contest winner Elliott Blake, an employee of the MAWD-contracted Air Master Corp., Philadelphia, shovels silver dollars on TV's "Beat The Clock" show. He netted 29,000 of them.

MAWD Member Scoops Up \$29,000 On TV Show

Elliott Blake, 22, an employee of the MAWD-contracted Airmaster Corp. in Philadelphia, last month shoveled his way to riches—on a network TV program at that.

Blake was the winner of a national sweepstake contest sponsored by a soft drink firm.

As such, he was entitled to shovel as many silver dollars as he could from one large bin into another, in five minutes. He was guaranteed \$15,000 but stood to win much more—depending on how fast he could move the loot.

Blake went into training for the task, shoveling coal for the experience, but mostly shoveling metal washers weighing the same as silver dollars. The MAWD-contracted Airmaster Corp., alerted that Blake would appear on TV to do his shoveling act, built a set of bins and supplied him with a stockpile of washers so he could get in some practice during breaks and lunch hours. The employee shoveled an average of around 47,000 washers during practice sessions. But when the real thing came around, he actually netted \$29,000 which still is not so bad.

Uncle Sam estimates that his share of Blake's winnings should be at least \$8,000 (but naturally he prefers paper currency or a check).

Blake plans to use about \$12,000 for a new house for he and his bride-to-be, Mary Ann Skazlak.



SIU WINS VOTE BY 2-1 AT 2 ROTO BROIL PLANTS

The SIU industrial workers organizing drive scored one of its most significant victories in the New York area this month when it won a National Labor Relations Board election 183 to 98 at two plants of the Jay-Kay Corporation.

The decisive election victory culminated a bitter 13-month campaign at the company, which manufactures rotisseries and electric grills under the Roto Broil trade name. Opposing the SIU's campaign at the plant was the so-called "Amalgamated Local 355" an "independent" outfit that had been thrown out of the AFL-CIO some time ago because of its sellout practices.

The "Local 355" group had a "contract" at the plant which provided for dues checkoff and little else. Some of the workers for the firm were making as little as the \$1 an hour minimum wage required by Federal law, and the "shop stewards" also doubled as straw bosses for the company.

Delaying Tactics

Repeated layoffs of pro-SIU workers down through the months, plus delaying tactics by the employer and "Local 355" made the organizing task a difficult one. A primary demand being made by the Union is the reinstatement of the many workers who were discharged for Union activity or pro-SIU sympathies.

Employ 650

While the total vote cast, including voids and challenges, was 309, the company normally employs between 550 and 650 people. The scheduling of the vote came at the end of the summer slack season.

A victory meeting of Roto Broil employees held this week discussed SIU demands for a genuine union contract. Among items being sought by the Union are a wage increase above the bare minimums now being paid, a job security system, an effective grievance procedure, and a job classification system, with specific wage scales for specific duties.

Arrangements were also afoot for a secret ballot vote for shop stewards in the plants.

The Roto Broil win is particularly important as representing a breach in the group of "independent" unions in various New York City manufacturing plants.

Notify Welfare Of Changes

The SIU Welfare Services Department reports that it has had difficulty locating seamen's families because the seamen's enrollment or beneficiary cards have not been kept up to date. Some death benefit payments have been delayed for some time until the Seafarer's beneficiaries could be located. To avoid delays in payments of welfare benefits Seafarers are advised to notify the Union immediately of any changes in address, changes in the names of beneficiaries or additional dependents by filling out new enrollment and beneficiary cards. These cards can be obtained in any SIU port.

Most of these "independents" operate in much the same fashion—they get a contract providing dues checkoff, but no real benefits. In some instances, the "independent"

is hooked up with an industrial employment agency, and workers last just long enough on the job to pay their agency fees, after which a new batch of people is hired.

52 Collect Welfare Benefits In Month

The Marine and Allied Workers Division paid out a total of 52 benefit claims to MAWD members and their dependents during the month of September. This brings the grand total of benefits paid out to \$209,983.50, since the inception of the Welfare Plan.

Among the largest claims paid out during the month was one totaling \$489.85. This went to Joseph Mazur, an employee of Esco Manufacturing, Camden, NJ. It covered hospital and surgical payments for one of his dependents. Another sizable benefit check, in the amount of \$422.50, went to Henry McAllister, of the MAWD-contracted Air Master Corp., Philadelphia. This disbursement covered dependent hospitalization costs.

Of the 52 claims paid out during September, MAWD members received 23 payments and their dependents accounted for the remaining 29. Seven claims were for maternity benefits.

During the second month of operation as a self-insured plan, the MAWD Northeast Area Welfare Plan had no occasion to disburse insurance payments or death, accidental death or dismemberment claims. The total paid out to claimants was for hospital, maternity or disability benefits.

Maternity benefits were paid to the following:

MR. AND MRS. C. STENDEROWICZ, \$62.50 for the birth of a child at Nazareth Hospital, Philadelphia, August 11, 1960. The

claimant is an employee at All American Metals, Philadelphia.

MR. AND MRS. L. WELCH, \$62.50 for the birth of a child at Nazareth Hospital, Philadelphia, August 7, 1960. Welch is employed at All American Metals, Philadelphia.

MR. AND MRS. JOHN BRENNAN, \$120.00 for the birth of a child at Memorial Hospital, August 19, 1960. Brennan works at Stephen Laurie, Philadelphia.

MR. AND MRS. JERRY PRIMIANO, \$182.50 for the birth of a child at Adelphi Hospital, Brooklyn, NY, August 3, 1960. Primiano is employed by Acme Canvas and Rope in Brooklyn.

MR. AND MRS. JOSEPH SMITH, \$182.50 for the birth of a child at Juanita Park Medical Center, Philadelphia, August 29, 1960. Smith is employed by All American Metals, Philadelphia.

MR. AND MRS. WILLIAM LOWRIMORE, \$182.50 for the birth of a child at John Hopkins Hospital, Pasadena, Md., August 21, 1960. Lowrimore is with Hill Chase Steel, Baltimore.

MR. AND MRS. JAMES JOHNSON, \$180.00 for the birth of a child at Temple University Hospital, Philadelphia, August 20, 1960. Johnson works at Air Master Corp., Philadelphia.

With SIU Industrial Workers

This is one in a series of features which the SEAFARERS LOG will publish regarding members of SIU-affiliated unions working in maritime production and allied fields.

BROTHER WILLIAM LOWRIMORE

is employed as a leader at the Hill Chase Steel Company of Maryland in Baltimore, Md., a plant which was organized by the Union last year. He has worked at the Hill Chase firm since April, 1955, and has been a member of the MAWD since June, 1959. He and his wife Katherine live at 2 Fourth St., Magothy Beach, Pasadena. They have two children, Debra Dawn, 3, and William Dale, 1.



BROTHER LAWRENCE WELSH

is employed at All American Metal Company in Philadelphia as a shipper. He has been with the company since August, 1957, and joined the MAWD in February, 1958. Before that, Welsh served a three-year hitch in the US Army, from December, 1952, to November, 1955. Welsh is married, and he and his wife Jane reside at 1619 Fillmore Street, Philadelphia. He is now enjoying the benefits of a MAWD contract at the plant.



Unions Are Target:

GE Strike Beef Start Of 'Get Tough' Program

A new effort by a giant corporation to break the strength of the trade union movement is now underway. Some 70,000 members of the International Union of Electrical Workers have been forced out on the picket lines in an obvious company attempt to dictate, rather than bargain, on the conditions of a new agreement.

It was the first major walk-out against the company since 1946 and the most important nationally since last year's 116-day steel shutdown. That too, was a deliberate effort by the steel companies to get a free hand in determining working rules and working conditions.

GE made it plain throughout the negotiations that it would not modify its contract offer, nor would it submit the issues to arbitration. It also made it plain it would attempt to operate the plants with strikebreakers.

Company Stands Pat

Workers were told through direct mail that the company will not budge. Advertisements are seeking to give employees the impression that the company is better suited to look after their welfare than the union. Labor considers this to be the "new look" in an old story—union busting.

In the 130-odd communities in which GE operates plants, business and political leaders have been on notice that unless the police give "adequate protection" to non-strikers, the company will consider moving away. This can be an economic weapon of great force, and it only underlines the fact that GE intends, without declaring it to the press, to break the strike.

GE's action reflects a change in attitude in union-management relations. Until now, the giant corporations in GE's class have shown a willingness to bargain, and in no

case would they attempt to operate through a strike.

The IUE is only one of 100 unions dealing with the vast General Electric network. Its membership of 70,000 employed at GE represents about 60 percent of the hourly-rated work force.

GE's size and wealth are indicated by the 240,000 employees in 166 plants operating in 29 states. The annual sales volume is an astronomical \$4 billion. GE is rated high among the top ten US money-makers. There is little doubt that if management has a mind to, it can conduct a long and bitter struggle.

The company's proposal calls for a two-step wage increase of three percent at the signing of the contract and four percent in 18

months. It includes a job retaining and severance pay fund and improvements in pension and welfare benefits.

The union feels these proposals fall short. It is after a 3½ percent rise in each year of a two-year contract, with supplementary unemployment benefits and continuation of a cost-of-living escalator clause.

But more important than the specifics of the negotiations is the fact that management, in this instance, is out to dictate to union representatives exactly what the membership will get. If GE should be successful, it will undoubtedly inspire other companies to emulate it, which could touch off a new era of serious strife in union-management relations.

Visit To Dad's Union



Seafarer Sou Shek escorts three of his children on tour of SIU headquarters (l. to r.) Har Ming, 12; May 5, and James, 7. He has two older children.

LABOR ROUND-UP

The International Ladies Garment Workers Union scored a major victory over the "discredited and defunct" Pennsylvania Garment Manufacturers Association when 33 shops voted for ILGWU representation in a National Labor Relation Board election. The vote was hailed as a final victory over underworld elements that had attempted to penetrate the Pennsylvania manufacturers' field, and thereby disrupt the union.

Local 1947 of the International Brotherhood of Electrical Workers, Omaha, Neb., has won medical, vacation and pension improvements for some 55,000 employees of Western Electric Co. The agreement was reached a couple of weeks before the current contract expired. It's expected to set a pattern for other Western Electric branches under contract with IBEW.

Travis A. Meredith, 18, son of a Railway Clerks member, has been awarded a four-year AFL-CIO merit scholarship. He filled a vacancy left by a previous winner, Gene S. Cain, who was killed accidentally a few days after he had been named winner.

Meredith expects to major in electrical engineering at Yale University. His father, Travis A. Sr., is a member of Railway Clerks Local 19, of Bluefield, W. Va.

Some 120,000 Canadian trade unionists late last month formulated plans for a strike against Canadian railroads after flatly rejecting the recommendation of a Federal Conciliation Board. The unions were asking a 25 cent an hour increase, but were offered instead a 14.1-cent-an-hour rise over a two-year period plus an additional week of vacation after 25 years of service. Fifteen non-operating unions are involved in the issue.

The Textile Workers Union of America has won wage increases ranging from 6.5 to 10 cents an hour for two segments of the industry. Involved are some 6,000 workers at Berkshire-Hathaway,

Inc., which has seven plants in Massachusetts and Rhode Island. The settlement, which provides a new minimum of \$1.31 an hour, is expected to establish a pattern for nearly 200 northern cotton and rayon plants employing around 45,000 workers. The agreement followed a series of settlements in the woolen and worsted branches of the industry which netted some 23,000 workers in 100 mills a new hourly minimum of \$1.50.

Two railway unions are considering the possibility of a merger which, if effected, would "result in better protection" for the members in view of certain problems faced by the industry at present. The two unions are the AFL-CIO Railroad Trainmen and the unaffiliated Railway Conductors and Brakemen, both of which have named committees to explore the possibilities of such an affiliation, amalgamation or consolidation. The presidents of both unions cited decreasing employment and repeated attacks by management on their members as reason for the possible closer alignment of the two.

A one-third increase in members' dues and per-capita payments to the AFL-CIO was approved by the delegates to the ninth constitutional convention of the Electrical, Radio and Machine Workers, at Miami last month. The increases will take effect, however, only after ratification by a referendum vote among the union's 400,000 members.

Make Checks To 'SIU-A&G'

Seafarers mailing in checks or money orders to the Union to cover dues payments are urged to be sure to make all of them payable to the SIU-A&G District.

Some Seafarers have sent in checks and money orders in the names of individual Headquarters officials. This makes for a problem in bookkeeping which can be avoided if checks are made out to the Union directly.



JOHN C. (Atlantic Carriers), July 31—Chairman, Carl Cooper; Secretary, V. L. Harding. No major beefs. Some disputed OT. Ship not to sail before all stores are aboard. Need screens for doors. Dirty cups to be returned to pantry. Don't throw trash on deck.

KATHRYN (Bull), August 7—Chairman, Willie Ortiz; Secretary, Leon Hall, Jr. Ship's delegate reports delayed sailing will be paid to those who were off duty, not payable to those who were working. Cooperate in keeping washroom clean. Motion that crewmembers write suggested improvements to Vacation Plan and mail to SIU. Contact chief engineer for keys to reefer engine room. To take up matter of paint on deck with safety representative.

STEEL APPRENTICE (Isthmian), August 8—Chairman, Charles Johnson; Secretary, E. Perry. Minutes of previous meeting read. Motion to go on to ship delegate's report. Cleaning schedule by department rotation posted in messhall. Repair lists and disputed OT to be turned over to delegate. Crew asked not to put anything in freezer unit of ice box; also to put away coats during canal passage and ports lying ahead. \$20 in ship's fund. Suggestion that crewmembers let delegate know how much they wish to donate to AMMLA and Captain will charge your account. Keep sidley doors closed at all times. Vote of thanks to ship's delegate for job well done.

ALCOA PENNANT (Alcoa), July 31—Chairman, Charles E. Cook; Secretary, C. Wright. Ship's delegate reports one man getting off in New Orleans due to illness in family. Crew reminded to keep doors locked in port.

COUNCIL GROVE (Cities Service), July 31—Chairman, G. Svendsen; Secretary, R. DeVirgilio. Ship to go in yard in a couple of weeks. Crew asked to bring repair lists up to date. One man missed ship in Lake Charles

due to death in family. Some disputed OT in engine department. Vote of thanks to steward department for fine job.

OCEAN ULLA (Maritime Overseas), July 31—Chairman, J. J. Cabral; Secretary, D. N. Raynor. Ship's delegate reports beef concerning AB to be reported to SIU. Two men fired in Baton Rouge for drinkings. Messhall and pantry to be kept clean. No smoking in galley while preparing meals.

CAROLYN (Bull), July 26—Chairman, G. C. Eller; Secretary, John M.

DIGEST of SIU SHIP MEETINGS

Clarke. Special meeting called by engine and deck delegates to discuss ice situation. Ice is not to be wasted and is to be evenly distributed. Licensed personnel to stay away from crew's ice box and vice-versa.

ZEPHYR HILLS (Panamerican Overseas), July 26—Chairman, T. Hill; Secretary, W. Wallace. Previous minutes read and accepted. No beefs reported. To order new library. Maltress needed. Steward says he ordered same but it was not received. July 15—Chairman, T. Hill; Secretary, W. Wallace. Ship's delegate reports captain will not allow draws on OT. \$9.75 in fund. Ice water to be on table at meals. Crew to take better care of wind scoops.

DEL SANTOS (Mississippi), July 17—Chairman, Lionel W. Antoine; Secretary, Mont McNabb, Jr. Tadczus Zieleniski resigned as ship's delegate

with vote of thanks from crew for job well done. Sam A. Bailey was elected new ship's delegate. \$12 in fund. No beefs reported. Discussion on ice water for meals. Steward was told there were to be company parties aboard in some ports and doesn't know how the stores will hold out. Says he will try to order stores ashore and will try not to run short.

PENN SHIPPER (Penn Shipping), June 19—Chairman, Donald Hewson; Secretary, J. W. Butler. No beefs reported. Disputed OT will be taken up with patrolman at payoff. Deck engineer reported that arrangements had been made to repair the fans that are out of order. Steward reminded crewmembers to return empty cups to pantry. W. Stockman reported that captain is taking up with the Coast Guard the matter of new clothing that was stolen from him at the payoff. Crew asked to read and heed instructions posted at the washing machine.

RAPHAEL SEMMES (Sea-Land Service), August 1—Chairman, B. Varn, Jr.; Secretary, W. Blakeslee. Minutes from previous meeting read and accepted. Repair list turned in. No beefs. Suggestion by house for crew to throw cigarette butts over the side instead of on deck around gangway area. Donation for new TV to be taken up at payoff. Vote of thanks to steward department for good food and service. More discussion on getting clothes dryer for crew. Porcelain in bottom of washing machine tub badly chipped. Need new machine. Take in all coats off deck before ship enters port. Return cups to pantry.

SS THETIS (Rye Marine), July 7—Chairman, T. Jackson; Secretary, S. McCurdy. Deck department delegate reports chief mate working on deck in place of crew. Some disputed OT in steward and engine departments. Resolution to have Food Plan representatives investigate feeding on this ship which is below par. Suggestion that each department delegate give

draw and replacement list to ship's delegate to be handed in to captain at each port of call. To lighten duties of crew messman will try using two mess tables closest to galley. To prevent crew from taking chairs from fo'c'sle and recreation room, suggest benches be built port and starboard aft of crew's messhall as there is no place to sit. All hands cooperate in keeping recreation hall and ship's laundry room clean. Chief mate uncooperative in issuing medical and hospital slips to unlicensed personnel. Pumpman and members of the crew who have duties in the pump room feel it is unsafe, sliding around on floor plate which is covered with oil caused by a broken line which was never properly cleaned. Will bring this matter to attention of safety committee.

PENN SHIPPER (Penn Shipping), July 17—Chairman, John F. Dickerson; Secretary, W. King. No beefs reported. Everything running smoothly. Discussion on welfare of crew to be taken up in Karachi.

AZALEA CITY (Sea-Land Service), August 7—Chairman, James Dawson; Secretary, E. Kocanowski. Ship's treasurer reports \$13 in fund. Motion to have patrolman check menu. Steward claims insufficient stores: steak, duck, veal, etc. Store list left with new steward is not as listed.

STEEL ADMIRAL (Isthmian), July 23—Chairman, Roy Poole; Secretary, James Brassfield. Everything running smoothly. \$12.12 in ship's fund. Keep screen doors locked in foreign ports; also pantry and messhall. Keys to be kept by gangway watch. Return all cups and glasses to pantry. New screens for messroom.

COEUR D'ALENE VICTORY (Victory Carriers), July 31—Chairman and Secretary, Robert M. Douglas. Cabinets for installation inside lockers put aboard. All repairs turned in. New library aboard. Day workers off on weekend keep in touch with ship while in Europe. One fireman

missed ship in New York. No beefs reported.

PANDORA (Epiphany Tankers), July 31—Chairman, Red Brady; Secretary, A. McArthur. Ship's delegate reports one member put ashore at Suez, Egypt due to illness. To take this matter up with patrolman at payoff. \$12 in ship's fund. Beefs to be settled at payoff.

STEEL DIRECTOR (Isthmian), July 17—Chairman, Albert W. Lima; Secretary, Tony Gaspar. No beefs reported. \$18 in ship's fund. Crew reminded not to leave coats on deck.

SANTA VENETIA (Elam 55), July 23—Chairman, John Burke; Secretary, G. L. Edwards. No beefs reported. \$17 in ship's fund. Crew to be more careful when using washing machine and to remove clothes when dry.

JOSEFINA (J. M. Winchester), August 6—Chairman, Peter P. Lukacich; Secretary, J. Rafi. Ship's delegate reports captain states he is being accused of overcharging the crew for postage to the States. Captain has a receipt for the stamps from the agent. Dispute on shore leave. Third Cook went to hospital in Calcutta, India. Ship's delegate has one radio, one clock and some coins belonging to the third cook. \$3.20 in ship's fund. Deck delegate reports beef re restriction to ship in Calcutta. One man short in steward department. Vote of thanks to ship's delegate for job well done. Ship's steward will take care of mail in the future and charge it to the slop chest.

PENN SHIPPER (Penn Shipping), August 3—Chairman, Donald J. Hewson; Secretary, John Dickerson. Ship's delegate reports everything running smoothly. \$24.45 in ship's fund. Disputed OT to be settled at payoff. M/S that delegates check ice boxes for food storage. Steward to take more precautions in storing leftover food. Turn in repair lists. Watch to make coffee when calling steward department in morning. Check gaskets on ice boxes for leaks.

Two Skippers Trade Thanks

(Ed. note: Following is a copy of a letter forwarded by the captain of the SS Del Viento to the Captain of the Argentine transport ARA "LeMaire": For "inside story" of this deep southern cruise, see story and photos elsewhere on Page 29.

Dear Captain,

I am writing in appreciation of the consideration shown me and my crew by you and your crew, while our ships were recently in the ports of Puerto Desado and Ushuala. Never before have we been treated with such open-hearted friendliness and good will as displayed by you and your crew.

I am attaching herewith a crew list of MV "Del Viento" so that your men may remember us if we ever meet again. May the compatibility of our crews indicate a complete understanding and friendliness between our people and my

social principles of our founder, Harry Lundberg, and the moral commitments of being a labor union member, that this practice of union brothers hiring "coolie labor" is morally inexcusable.

Arnold Lewine

Congratulations From Canada

To the Editor:

As an SIU (Canadian District) member, my shipmates and I have always followed the SEAFARERS LOG with interest, to see how things are going on the American side. I am very pleased to see you now have a section covering the Canadian District in your fine publication. With this new system of making up the paper, it will mean that our brothers in the various districts understand what is going on in all the districts of the SIU.

Wishing the editor and staff smooth sailing in future editions of the Log.

J. W. Blomfield

This Laundry's Not For Him

To the Editor:

Seamen should beware of Mr. Fred Holmer, working for the Domestic Laundry, Torrance, California. This man picked up laundry and dry cleaning during the month of July, 1960, on the SS City of Alma. Out of my dry cleaning, one pair of pants was missing. One linen coat that cost me \$75 was ruined and two ties. He asked me for the ticket for same, and promised faithfully to send same if repairable, to my address, Clark Hotel in 'Frisco, or the equivalent in money. To date I received nothing. Today I called the laundry company up, and they gave me the runaround. So in my opinion, I believe this company ought to be blacklisted.

Anthony Nottage

Hospital Visit Appreciated

To the Editor:

I wish to thank the crew of the SS Ocean Nimet for the kindness it showed me when the ship was in Chicago recently. I had been a hospital patient for over three years and they showed I still had friends left. I am now an outpatient and hope to stay that way. Thank Blackie Zern, Johnny Thompson (Big Slim deck eng) and all the rest of the crew for the cigarettes.

William V. Glick
Ex-SIU member

British Seamen Would Join SIU

To the Editor:

I am writing on my own behalf, also for quite a few of the crew of this ship and many shipmates ashore. We would like to know if it is possible to join the SIU or a branch of the Union.

I have sailed from the USA during the war on Panamanian Maritime Commission ships. Also, the last American ship I was on was one of yours—the Cities Service tanker Abiqua. I have been telling British seamen of conditions aboard them and have been called a bit of an agitator by the NSU—National Union of Seamen. It is called by quite a few seamen the National Union of Shipowners.

If you could let me have some information I would be most thankful to you.

G. Jones

Seafarer Causes Sicily Sensation; Tells Off The Straw Boss

How to handle yourself in a strange port, and then discover that, after all, people in most ports in the world are alike—some bad and some good—is demonstrated in the following communication from Seafarer Charlie Wiggin. Telling off somebody else's straw boss is a sure way to make friends, he found.

In Palermo, Sicily, I was called upon to pay a room bill which I thought I had already paid. The clerk was very nice and assured me that he understood my oversight. I asked him if he had been on the desk the previous night when I had changed American money to lire. He said that he had been and remembered my encountering him. I told him that it had been my intention to pay for the room and receive lire in exchange. He said he was sorry but he had given me full value for the money. I asked him if it was customary to give a receipt when a bill was paid. He answered that it was. Then I pointed out that I had no receipt, but that I would pay him anyway—again.

Enter: The BOSS

Meanwhile, a man in back of him (whom I took to be the manager) now came over to put in his two cents' worth. "Don't think you can come here and make us look wrong," he blabbed. I had been turning to go, after getting my receipt, but this stopped me short.

"Whoever you are," I spat, "get this. I did my business with this man and because I had no proof of my payment I paid him again. Now, I was not making trouble and you open your big mouth to prove you're a boss, or something . . . Well, I'm telling you now that I'm positive I paid for my room twice—and," I added, "if you had kept your mouth shut, the rest of the people in the lobby wouldn't have known that I think you personally are A JERK."

As a matter of fact, quite a crowd had gathered and were listening. The man was red-faced and said nothing, and I walked out. A bellboy slipped over, and I thought there might be trouble, but he only opened the door for me and whispered, "You tell him good, Joe!"

It's surprising how often speaking out with conviction can be understood—in any language—and make friends for you. The above incident proves it.

It's especially true where, because of local circumstances, the people involved don't dare speak up for themselves.

Planter Men Show Their Faces



Planter deck gang in Tripoli includes (top, l to r) C. Furedi, AB; V. J. Schrage, DM. Second row (l to r) H. L. Williams, OS; R. Darley, AB; H. O. Limbaugh, bosun; E. Brinson, OS. Front, J. P. Morris, R. Anderson, D. L. McCorvey, ABs.



Steward department men are, (top, l to r): S. Anderson, MM; C. J. Barone, baker; C. Hieis, chief cook; G. Gonzales, 3rd cook. Front (l to r): Z. Y. Ching, steward; J. Hand, BR; W. Trace, pantry; J. Fabis, MM; S. Goscinski, pantry.

people; your nation and my nation in years to come.

Please forgive my ignorance for not writing in Spanish.

Captain Roy L. Wilder

Welfare Made The Difference

To the Editor:

I wish to extend my thanks to the Seafarers Welfare Plan. I also would like to thank Joe Campo and James Doris for the consideration they gave me and the very prompt attention upon the sudden death of my husband, Roy G. Wilt. The benefits' check was greatly appreciated at this time.

Also I wish to thank the Welfare Plan for paying my hospital bill and most of my doctor bill for my serious operation on August 8, 1959.

It was sure a relief to know all of this was taken care of

Mrs. Helen F. Wilt

Condemns Hiring 'Coolie' Labor

To the Editor:

This letter stems from a shipboard discussion I have had recently with some shipmates.

The SIU, founded by Harry Lundberg, a sailor, has played a large part in bringing dignity to the labor of the American seaman. The SIU contract states that a foreign seaman shipped on an SIU vessel in a foreign port is entitled to the same wages and working conditions of other SIU crewmembers, regardless of whether or not he's a union member. This is as it should be.

But I note with regret a practice on some SIU-contracted ships while in foreign ports. It is for the captain to allow crewmembers to hire foreign laborers, and in some cases middle-aged women, to do their work, while these seamen dress and go ashore. These foreign laborers are paid in many instances at the rate of \$3 per day. Thus in effect the crewmembers will earn \$15 a day on the labor of these workers.

It would seem to me that from the standpoint of the

LITTLE THINGS THAT MEAN A LOT ON THE DEL NORTE

PRESENTATION OF THE CRANK...



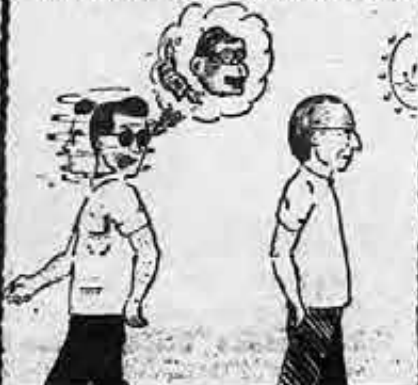
THE ICEMAN COMETH...



TURNING TO...



BARBER'S IMAGINATION...



WRONG ORDER...



DRAW DAY!



Blood Donations Just In Time

To the Editor:

We wish to thank the SIU for the blood donated when my mother was very seriously ill and needed an emergency operation.

She is recovering now and all thanks to the quick action in getting the blood in time by Walt Sibley in San Francisco, Al Tanner in Detroit, and Jeff Gillette and E. B. McAuley in New York. Most of all, thanks to all the SIU men who have donated to the blood bank so it was available.

Woody Johnson

Thanks Union For Aid While Ill

To the Editor:

I wish to express my appreciation to the Seafarers International Union for the aid it rendered to me while I was in the New Orleans Public Health Service Hospital.

In particular, I wish to thank Buck Stephens, who came to visit me regularly while I was in the hospital. I also wish to extend my thanks to all the brothers who donated the blood that was provided for me while I was ill.

Finally, I want to say that I greatly appreciate the benefits that the Union provided for me while I was unable to work; it was comforting to know that I was a member of a fine union. May it continue to grow bigger and better in every way.

Edward S. Fairfield, Sr.

Blood Donors Are Thanked

To the Editor:

Thanks to the Jacksonville hall and blood donors. I want to thank the blood donors and men who stood by recently in a great time of need during the illness of my father-in-law. He is doing fine. It is great to be among such a group, on whom you can always count on for help. Again, thanks.

Robert L. Cole

Recalls Old Press Gangs

To the Editor:

I read with interest in the LOG about the hiring hall, 1860 style. Sailors, in those days, were bondsmen, serving the shipowners under the system.

I recall a case in Newcastle, New South Wales, Australia, in June, 1910. After serving 11 months on a full-rigged ship from Bristol, England, to Canada, to Buenos Aires, we ran away from her in Australia and left behind six months of pay.

We went up the country, hid out in the bush, then worked for a farmer for tucker and tobacco.

Then we returned to Newcastle one day and stood at a street corner in nice daylight talking among ourselves about the hardships of the sea. We were not a crowd. There were six of us only, shipmates, happy to be together. And then three water policemen came up and went for us with loud language and threatening gestures.

The captain, big and burly with a fierce aspect, shouted: "What you blokes are hanging around here? There are six ships at the farewell buoys, ready to sail and waiting for sailors!"

He paused for the effect and shouted louder, still with a

shake of his fist. "If I catch you here tomorrow, I will send you to Maitland jail for six months of hard labor!"

We cursed the captain underbreath and moved. What else could we do? They were shipowners' press gangs and we were but poor sailors with no union to defend us.

Capt. R. J. Paterson

Atlas Skipper Promotion-Happy

To the Editor:

This is the ship's delegate of the SS Atlas addressing a few lines and wishing the best of everything to all our Union officers and brother members on the beach.

So far things around here are going more or less not so bad, not so good. We have been having quite a problem coming from the engine department. Most serious was a fight one of the wipers got into with the 2nd



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

engineer. He was sent to the doctor at Okinawa and he was found to have a busted hand. The captain flew him back to the States.

Another member of the crew was left behind sick at Okinawa at the last minute.

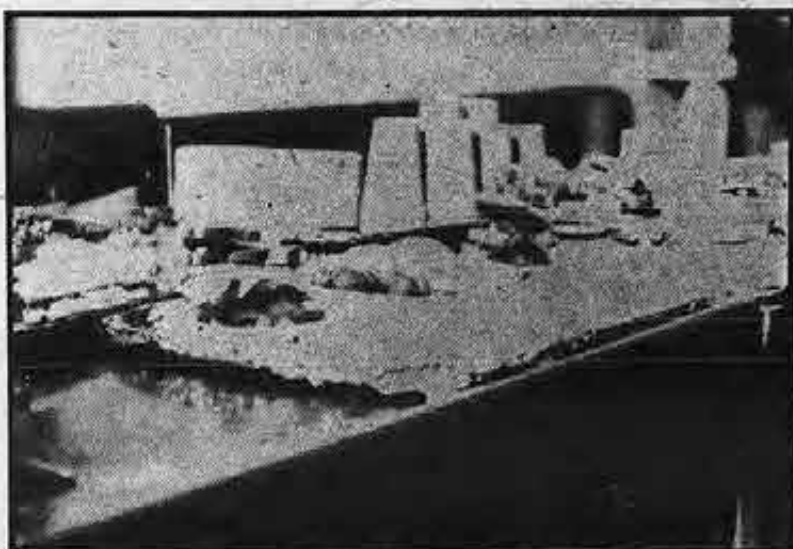
Right at this date we are sailing short: two ABs, one wiper and one oiler. The other wiper got hurt cleaning tanks. At the present we don't know the seriousness of the injury. One AB was hired at Okinawa. He belongs to the NMU.

The Captain and chief engineer tried to promote the crew messman to fireman. We held a special meeting and got him back on his job. One thing this ship is good for is promotions. Today I am the baker. Maybe next month I'll be chief engineer.

We haven't got much time for shore leave, but the couple of times the boys have been ashore in Sasebo and Okinawa, they really had a ball. Plenty of girls and plenty of good beer. On the average it is a good crew.

Rumors at the present are after loading here at Ras Tanura, next port will be Singapore for bunkers, then Manila, Guam and Los Angeles.

Eladio Grajales
Ship's Delegate



Bob Parker immortalized the buffet served aboard the Alcoa Planter at payoff, as described in letter above. Here's what it looked like "before." Too bad this isn't in technicolor!

Josefina Floating Movie Palace

To the Editor:

We, the crew of the Josefina, are now on our way to Formosa from India, then to Iran. It looks like a long trip for us.

Brother Ratcliff showed movies at the Vizagapatam orphanage. The children sure went wild over them. He also showed them aboard ship for English, American and Norwegian seamen. The stevedores even quit work to watch through the portholes.

It seems like the whole SIU fleet was in India. Everyone seemed to have run into long lost brothers over here from the West Coast. The ship is still slow and hot, but we have a good crew on her. We have a top steward, chief cook and baker, so we'll all come home 40 pounds heavier.

B. Marion

Seeks Letters From Old Pals

To the Editor:

I would more than appreciate hearing from my many former past shipmates and buddies who sailed with me out of New Orleans and with the Mississippi Shipping Company and knew me from around the Spotlight and Mrs. Bobbies and also the Austin Inn at Sergeant Hand's.

Have been in Sailors Snug Harbor for several months and I am now in a wheelchair. Would like to hear from any of my old brothers to keep posted on what is going on in good old New Orleans.

William Patrick Driscoll D-221
Sailors Snug Harbor
Staten Island 1, NY

Easy Meal On Pay Day

To the Editor:

A new idea was inaugurated by members of the steward department of the Alcoa Planter. After approval by the crew at a general meeting prior to payoff it was agreed that a cold lunch would be served, thus eliminating some of the hectic confusion usually associated with a hot summer payoff and sign-on. Baked ham and roast turkey sandwiches, hard boiled eggs, assorted pickles, olives, sliced onions, mayonnaise and mustard were attractively prepared in a buffet style. Paper cups and plates were used and a pantryman and messman were employed to make coffee, Koolade and milk. As testimony to the huge success of this idea, no leftovers were in evidence.

Joan Fabis
Zee Young Ching

All's Right With This Trio



These three happy youngsters of Seafarer Milton A. Poole of Houma, Louisiana, seem to enjoy having their picture taken. On the arm of the chair is Margaret Clara, 3 1/2. Tommy Lynn, 2, holds on to his younger brother, Milton Brett, who has 15 months' experience in this world.

Mate Believes In Exercise; 'Abolishes' Coffee Break

Remember the story a while back, in which it was suggested by a member of the medical profession that exercise breaks would do workers more good than coffee breaks? His idea

was to keep workers physically fit by taking off instead of adding poundage. Well—apparently a certain chief officer had this idea a long time ago and has been putting it right into practice. Or part of it. . . . He took away the coffee break, but forgot about the exercise. In other words, the men go on working through their coffee break as if it weren't one. The ship in question is the SS Alice Brown.

Burned Midnight Oil

This mate immediately endeared himself to the men, not in the way he figured though. Not every vessel can boast officers who burn the midnight oil seeking new ways to help crewmembers. As Jimmie Arnold says (who had to suffer through this coffee-less voyage), "the crew of this ship may consider themselves fortunate to have as their superior a man whose fatherly interest in their health and well being comes first. I personally consider it an honor to have been in this man's service. Under these conditions, a person may feel himself raised to the true heights of slavery."

(Next time we promise to be more

careful about making suggestions. We had no idea that chief mates were passing the LOG under microscopes for clues as to how to improve the lives of their men. —Ed.)

Actually, now, the good doctor advised an exercise break. And we have a feeling that that's just what the Alice Brown's mate has brought about, in his own wonderful way. Think of all the exercise those Seafarers are going to get making out overtime slips come payoff time! Think of the exercise the mate will have, standing before his superiors—who have to shell out that extra overtime—jawing away in defense of himself! Think of the little brain, spinning around in the hollow of that skull, as he tries to explain!

It won't be much of a surprise if this conscientious man ends up squawking louder than anybody: "For God's sake, bring back the coffee!"

LOG-A-RHYTHM:

Energetic Sea

By Thurston Lewis

(Title Inspired by a Magazine Ad)
Power?

One cup of me
And I will electrify your cities.

Use me right
And I will move your ships;
I will water your desert valleys;
I will provide you with foods and medicines.

I gave you the whale—
That leviathan of my bosom.
Leave some of him
That I may pass him on to your sons and your sons' sons.

I am on the march.
Where you are now I shall be.
Where I am now your sons may be.

Your flesh, in the beginning, came from me.
When will you return?

Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage.

The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.

Have A Cobra Anyone?



Seafarer William Calefatto snapped this typical Indian street scene while the snake charmer was going through his routine. No, he didn't examine the cobras to find out if they still had their fangs.

'Pay-As-You-Show' Hit Aboard Steel Seafarer

Any Seafarer will tell you that after the first three days at sea it's the little things that count. Three days out of touch with land and nobody's worried much about Kennedy, Nixon, the United Nations, high taxes, cost of living and what have you. Instead it's the little irritations of daily living in confined quarters that loom large. A sampling of some of the ship's reports seem to bear this out.

The Steel Seafarer has come up with a "pay as you show" plan to cover shipboard movies. The ship's baker showed his movies to the crew, and it was politely suggested (no mention of the author) that each man make a donation to the ship's fund to compensate him for use of his machine.

On the Seatrain Texas, for example, 4½ cases of soda vanished mysteriously. It's not the kind of development which requires the services of Sherlock Holmes, but the mystery fascinates just the same. How could somebody make off with 4½ cases—and after all, why would anyone bother?

The Michael brings up a situation where the meal was perfect except for one little touch. It's that familiar experience of having a delicious dinner only to find the waitress spilling coffee on the table at the end. In this case though, the "muffins taste good but crumble." Anybody who has tried to butter a crumbly muffin can appreciate the justification for this complaint.

The Mount Shasta has drawn the line on an old seaman's habit—that of having a pet or two on board. The ship's delegate was quite firm about it all. "Due to much trouble last trip with monkeys, the ship's delegate informed crewmembers that no monkeys are to be allowed on board." Prejudice? Maybe. But if you have lived with, smelled or otherwise endured a monkey's presence you will understand.

Some of the operators of new supertankers have been complaining that funds are low and charters hard to come by. Maybe that explains the state of the ship's fund on the Thetis. "Forty cents to be handed over to the ship's delegate, and he is to act as treasurer in the future." A penny saved is a penny earned.

On the Del Sol, the problem is slightly different. What with new nations being created in Africa every day, and the United States and Soviet Union both wooing their friendship, crewmembers have been put on notice to be diplomatic. "It was suggested that all hands cooperate in keeping local people out of the crews' living quarters by telling them to stay out in a nice way." The Steel Navigator was more blunt about it, maybe because it doesn't go to Africa. "Keep salesmen out of the passageway in all ports." If it makes the crew feel any better, the same problem exists shoreside—only there's no gangway watchmen ashore to chase away the unwanted visitors.

Finally, there's this note from a ship which shall be nameless, but which reflects an old, old practice in maritime. "Captain bought cigarettes in Germany and sold them for more than was posted on the board." Individual initiative blossoms out all the time.

Type Minutes When Possible

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

Ushuaia? It's Practically South Of The South Pole

After two trips to North Europe, Seafarer Vic Miorana thought he could stand a change, so he caught the Del Viento in Houston going south, with pleasant thoughts of Rio in his head. How wrong he was! He jumped from a fire to the deepfreeze, because the ship was destined for Latitude 54 degrees-49 minutes south, Longitude 68 degrees-18 west. If you don't have a map handy, that seems like practically south of the South Pole—judging from the thermometer anyway.

The vessel had a cargo for two ports where oil had been discovered in Argentina. Even the old-timers hadn't heard of them. They are Puerto Deseado and Ushuaia, at the very southern tip of the Argentine. Diesel engines, tractors, graders, drilling machines and a deck load of 11 house trailers were aboard.

The irony of the trip from Houston was the contrast in the weather. It was 96 degrees in the shade in Texas, and at night, at Cape Horn, it was just one degree above the zero mark. Brother Miorana writes that he had nothing but sport slacks and short sleeved shirts, so he had to stay aboard the whole while, trying to keep warm over steaming cups of coffee.

Land Of Fire

Ushuaia, one of the two ports called on, is the capitol of the province of "Tierra Del Fuego," or Land of the Fire. But it was more like the end of the earth, because it is the very last port of civilization. Beyond it is Antarctica—and that's all. It's a good place to get homesick, since it's all of 7,723 miles from Beaumont.

Brother Miorana wanted to bring a penguin back with him, but was warned that it would only go to a zoo. US quarantine officers wouldn't allow him to bring it in himself. So he changed his mind and gave the well-dressed little bird back its freedom in the Land of the Fire, while he shivered on board with thoughts of the Land of Red Beans and Rice, New Orleans. Brrrrr!



Smiling under southern skies, off Argentine port, are (l. to r.), Lefty Kucharski, AB; C. Attard, OS; Frank Russo, AB; and Joe Collins, Bos'n. Temperature at the moment was a pleasant 35 degrees. Photo by Martinez, OS.



"Tierra del Fuego" means Land of Fire, but you wouldn't believe it to see it, as these snow-capped peaks near Ushuaia testify. The town is in the foreground, and there's more snow and ice beyond the mountains.

LOG-A-RHYTHM:

Shanghai

By John F. Wunderlich

(Ed. note: Seafarer John Wunderlich recalls here life in Shanghai in the old days when US ships made it a regular port of call.)

Trembling with fever, yet running
in fear,
Hungry, half naked, and covered
with mud,
Rickshaw-boy, pulling his cart,
Shouting and crying and fighting
his way.

Suddenly a stupendous, piercing

sound
Honks from the horn of a
limousine,
And from the chaos of moving
creatures
A foot kicks an infant out of its
path.

No reaction—the creatures move
onward, for this is
The city of death, but also of
pleasure.

Expensive wines, poured into
crystal,
Toast all desires, a geisha at hand.
Laughter, enjoyment, life at its
top.
Coins come rolling, greed in all
eyes.

The baby still lies in the gutter
outside,
Its chest has been crushed—no
difference at all,
Reality rules, and life must go on.
The mother, a harlot, is walking,
is walking
On Nanking Road, scarlet, bloody
street,
In the city of death, but also of
pleasure.

Uninterested, listless, tired of
living,
Who cares who dies, or how many,
In this city called Shanghai,
City of death, but also of pleasure?



FROM THE SHIPS AT SEA

Dysentery Strikes

Seafarers on the SS Young America (Waterman) in the Pacific report that some of the crew has been suffering from dysentery. The crew last month appointed a committee to try to find out what caused the sickness aboard ship.

Long Paint Job

It takes a long time to paint the galley of a ship at sea, at least on the SS Montego Sky (Eagle). Meeting Secretary R. Rayfield reported that the galley painting began at the beginning of the trip and five months later the job had not been completed. Safety conditions aboard the ship last month were not at their best, Rayfield reported. Deck Engineer has not been allowed sufficient time to repair winches.

Engineer Dies

The SIU crew aboard the SS Coalinga Hills (Marine Tankers) was grieved when Third Assistant Engineer J. G. Tanner was killed in an accident at sea. Tanner was electrocuted in the engine room July 27 and was buried at sea the following day.

Wrong Pills

Crewmen aboard the SS Mount McKinley (Cargo & Tankship Management) who asked for salt tablets were given sulfanilamide pills by mistake, they reported. The mistake was discovered a day later and the pills were collected and replaced with salt tablets.

Crew Likes Films

The movie projector aboard the SS Steel Executive (Isthmian), purchased with money won in the 1959 safety contest, has afforded many hours of diversion for the crew. Movies were shown three times a week on the last voyage.

Mine Spotted

The SS Hurricane (Waterman) received a frightening reminder of wartime sailing in July when a mine was spotted a day off the French coast. A hard pull on the

wheel averted disaster and the skipper reported the mine to proper maritime authorities.

Injured On Ship

Seafarer William Thornton, FWT, was in an accident in the engine room of the SS Del Norte (Mississippi Shipping) just outside the Mississippi River last month, and suffered a broken leg. He was taken from the ship by the Coast Guard and brought to the hospital.

Phones In Port

Seafarer Harry Smith, aboard the SS Lucile Bloomfield (Bloomfield), suggested that telephones be placed aboard all SIU ships while in US ports. The crew unanimously supported the resolution. Many SIU ships do have telephones aboard while in domestic ports. The crew also passed a resolution calling for the issuance of a gold lapel pin, similar to the SIU seal, with the numeral "12" imprinted, for SIU men who have 12 years' seetime with the Union.

No Cold Water

The SS Mount Whitney (Cargo & Tankship) had a hot and dry journey to India. Cold water ran out in the Red Sea and the Arabian Sea. The ice box in the messhall broke down and toilets and engine room ventilators were not working.

Guard Quarters

The SS Robin Hood (Robin Line) crew joined in keeping natives out of quarters and laundry, fountain and messroom facilities in various African ports. The crew also suggested placing a raised step leading out of storm doors as a safety precaution.

Check Water

The crew of the Ocean Eva (Maritime Overseas) called on the US Public Health Service to check water aboard ship to find out what caused a rash of illnesses. The crew also is having the ship's medicine chest checked after the mate reported low medical supplies.

AMES VICTORY (Victory Carrier) July 24—Chairman, Pete Matovich; Secretary, Robert Donnelly. No beefs reported. Discussion re keeping quiet in passageways, taking care of washing machine and making up repair lists.

ALCOA CORSAIR (Alcoa) July 24—Chairman, Frank L. Verner; Secretary, Daniel Marine. Frank L. Verner elected ship's delegate. No beefs reported. \$209.50 in ship's fund.

STEEL VENDOR (Isthmian) July 17—Chairman, J. Doyle; Secretary, Bill Stark. Ship's delegate reports general discussion on cold water and ice situation. For one week this ship was without either cold water or ice. Suggestion made for the installation of water cooler fountains. Letter sent to headquarters and New Orleans hall in regard to this situation.

MARYMAR (Calmar) July 7—Chairman, William Geary; Secretary, Guy Walter. Ship's delegate reports everything running smoothly. Some repairs still to be made. Suggestion that laundry be kept clean. No beefs reported.

OREMAR (Marven) July 23—Chairman, Abel Salas; Secretary, Paul H. Dew. Ship's delegate reports beef re port time in Guayacan, Chile, to be taken up with patrolman. Discussion re more money being given to master for draws. Winger on washing machine to be repaired; also coffee urn in night pantry to be overhauled.

EDITH (Bull) July 18—Chairman, G. Bozoc; Secretary, Eddie Game. No beefs reported. Everything running smoothly.

LUCILE BLOOMFIELD (Bloomfield) July 24—Chairman, Joe Catalano; Secretary, Lee de Parlier. Ship's delegate Scotty Kerrigan reports AB injured and put ashore in Miami by Coast Guard. \$21 donated by crew in addition to \$20 from ship's fund. One more night's lodging being sought by Union in Houston for time ship came off drydock. Delegate resigns with vote of thanks from crew. Coffee in engine room rationed by company to one pound a day. Ship's delegate to see captain.

CHOCTAW (Waterman) July 30—Chairman, Herbert Knoles; Secretary, W. K. Dodd. Ship's delegate reports one man missed ship in Japan; re-joined in next port. \$2 in ship's fund; \$153 in movie fund. No beefs reported. New movies to be picked up in Portland. Vote of thanks to chief cook. Passageways should be painted at end of each trip.

KYSKA (Waterman) July 23—Chairman, Arthur Harrington; Secretary, T. D. York. Everything running smoothly; no beefs reported. M/S to issue passes before cargo is worked; if ship isn't clear from shoremen cannot board. Crew asked to turn in all excess linen. Suggestion that messman's food be insulated, preferably by tiling deck. Turn in repair lists.

CITIES SERVICE NORFOLK (Cities Service) July 20—Chairman, A. Hebert; Secretary, A. Kanel, Jr. Resignation by Ted Jones as ship's delegate refused. Relected by acclamation. Beef re cleaning lower passageways. Crew asked to take part in fire and boat drill and not be shirkers.

STEEL AGE (Isthmian) July 10—Chairman, C. Anderson; Secretary, V. G. Orendo. Ship's delegate reports captain pleased with crew. He may drop the log provided crew behaves up to payoff. Lodging will not be clarified until payoff. Ship's fund at \$24.02. Delegate to see chief engineer about installing hot water pipe somewhere on deck for coolies. Vote of thanks to steward department, especially chief cook and baker.

BRADFORD ISLAND (Cities Service) August 5—Chairman, John Henry Morris; Secretary, A. Ben-Kori. Ship's delegate reports difficulty getting galley range fixed and other repairs. Will pay off in Lake Charles. \$4.65 in ship's fund. Suggestion that more care be taken with preparation of food and storing of leftovers.

GALLOWAY (Overseas Navigation) July 10—Chairman, C. Majeite; Secretary, Thomas Souza. One man missed ship. Some disputed OT. Crew reminded to watch conduct when drinking.

MADAKET (Waterman) May 29—Chairman, Jo Jo Touart; Secretary, L. D. Pierson. Ship's delegate reports a number of changes have been made. Steward department repairs made. New mattresses distributed. Slop chest hours changed so that the men working can get their noon hour's rest. Everything running smoothly. No beefs reported. Discussion regarding laundry room which is to be kept clean; don't rush flush in deck and engine department heads; post time change on the board by supper time.

AFONDRIA (Waterman) July 24—Chairman, Frederick Blankenburg; Secretary, C. J. Wall. Beefs to be taken up with patrolman at payoff. Each department to elect delegate to attend safety meetings. Vote of thanks to steward department.

MV DEL SOL (Mississippi) July 31—Chairman, Clayton Thompson; Secretary, Ramon Irtzary. Ship's delegate reports no beefs. Two men logged. All departments working smoothly. Discussion on shortage of

ice. In hot weather there is not enough ice for the three meals. Ice making machine makes just so much. Suggest we try to get some ice from shore and store it for emergency. Delegate to see patrolman about this beef; also about shore leave motor launch in Brazilian harbors. Crew asked to be more careful when putting clothes in washing machine so drain does not get plugged up. Vote of thanks to steward department for good food and service.

CHOCTAW (Waterman) February 25—Chairman, John Der; Secretary, John O'Rourke. Vote of thanks to ship's delegate for good movies. \$50 in movie fund; \$2 in ship's fund. Some disputed OT. Engine shower needs painting.

SAN MARINO (Peninsular Navigation) July 30—Chairman, Dick Ware; Secretary, George Bryan. Ship's delegate reports no fans repaired. Captain sent his refrigerator to crew mess. Water cooler still out of order. Three men hospitalized in Calcutta; all re-joined before sailing. \$10 in ship's fund. No beefs reported by department delegates. Vote of thanks to Captain Piorros for his cooperation. Discussion on dirty drinking water.

DIGEST of SIU SHIP MEETINGS

repair of washing machine, relieving watches on time in port and recent changes in NY State unemployment law as it affects "B" and "C" men. Beef re pantryman to be reported to patrolman at payoff.

ATLANTIS (Petrol) July 24—Chairman, C. L. Moody; Secretary, H. Fruge. New repair lists to be made up and turned in. M/S/C to get contract clarification re rate of OT for tank cleaning if ship goes on grain run. Beef re draws to be taken up with patrolman at payoff.

MARORE (Marven) July 31—Chairman, Ralph Gowan; Secretary, E. O'Neill. Everything running smoothly. M/S/C that ship's delegate get all information and dates on time ship was on dry dock; also chipping and welding while in shipyard.

TOPA TOPA (Waterman) July 17—Chairman, Jack Trosclair; Secretary, M. Thomas. Ship's delegate reports everything running smoothly; no beefs. Some disputed OT to be taken up with patrolman at payoff. Vote of thanks to steward department for job well done.

ANDREW JACKSON (Waterman) July 10—Chairman, G. Winskey; Secretary, W. Pappadakis. Ship's delegate reports everything running smoothly. Need more pressure in unlicensed personnel heads.

ZEPHYR HILLS (Pan-American Overseas) July 4—Chairman, H. Carney; Secretary, F. O'Malley. Ship's delegate reports no beefs. M/S to have galley range replaced. Discussion re feeding. Steward says company cuts his order for stores. M/S that steward give ship's delegate a copy of his requisition each time stores are ordered. Milk to be served three times daily while supply lasts.

CITIES SERVICE MIAMI (Cities Service) July 17—Chairman, L. Hagmann; Secretary, P. J. Wilkinson. Ship's delegate reports deck department man who was fired will stay; beef settled on board. Will get new washing machine in Philadelphia. Suggestion that side ports be left open underway. Discussion re steam injector as safety hazard. Election of safety committee consisting of one member from each department to report on any unsafe condition. Request that steward get more cois.

MADAKET (Waterman) July 10—Chairman, J. Touart; Secretary, L. Pierson. Previous minutes read and accepted. Report on repairs made and those needed. If replacements can be made, some men want to pay off in first port. Engine delegate reports one man logged. Beefs in deck department to be taken up with patrolman.

ANTINOUS (Waterman) July 10—Chairman, A. Noah; Secretary, F. Shala. Ship's delegate reports all repairs taken care of. \$17 collected and sent to the American Merchant Marine Library as a donation. \$15 balance in fund. No beefs reported in all departments. Ship's delegate Ed Powell resigns with vote of thanks. Mendes elected new ship's treasurer. Ship's delegate to contact chief engineer in regard to pressure in toilets aft and midship. Suggestion to keep feet off chairs in messroom.

TEXMAR (Calmar) July 3—Chairman, Andy Gower; Secretary, D. Stone. It was suggested that ship's delegate find out whose job it is to jump out the passageways, messroom and recreation room. It was brought out that the washing machine is not being cleaned after use. Also that laundry tubs are being used to soak clothes longer than necessary. Dry clothing to be removed from lines.

KYSKA (Waterman) July 10—Chairman, R. Burbine; Secretary, E. Cronin. Ship's delegate to ask patrolman why

shore passes were not issued in Kobe and Nagoya, Japan. Two men missed ship in Yokosuka; one re-joined in Nagoya. Vote of thanks to steward department.

STEEL SCIENTIST (Isthmian) July 17—Chairman, Angelo Maldonado; Secretary, F. S. Omega. Ship's delegate explained to the fellows who joined the ship from the west coast re transportation from the place where they were hired to the place where they joined the ship. Repair lists submitted. No other beefs. Bosun hospitalized in Rotterdam. Report sent to headquarters. Discussion re mail situation and suggestion that all mail be forwarded at office if possible. Vote of thanks to steward department for job well done.

ALCOA CAVALIER (Alcoa) July 31—Chairman, I. W. Morgavi; Secretary, I. P. Kellier. Ship's delegate reports one man left ship due to illness in family and flew home from Curacao. One man got off in San Juan due to sickness. Deck delegate reports one man injured; also beef concerning member being fired which will be turned over to patrolman on arrival. Smooth sailing in engine and steward departments. M/S/C that Mobile port agent be contacted regarding poor medical attention and bad relations existing between crew and doctor.

SEAMAR (Calmar) July 26—Chairman, J. Marshall; Secretary, R. Schwartz. S. Pittak elected ship's delegate. Some disputed OT in deck department. Discussion on garbage disposal. Messman to carry same to stern at all times.

ORION PLANET (Colonial) July 27—Chairman, H. McAleer; Secretary, R. Mico. Payoff approximately 4 PM. Honolulu, 7/28/60. Nothing definite re transportation or extra gear. \$9.45 in ship's fund to be left for new crew. Discussion to report to CG and boarding patrolman radio operator for giving false information about members of crew and disclosing contents of personal messages to persons not concerned.

ALCOA RANGER (Alcoa) July 16—Chairman, Juan S. Rueda; Secretary, M. T. Morris. Repair lists to be given to patrolman. \$10.70 in ship's fund. No beefs reported in all departments. Suggestion to get more soap for crew pantry, more tablecloths, better service for messhall and more spraying for roaches. John Elliot elected new ship's delegate.

STEEL AGE (Isthmian) April 17—Chairman, Thomas C. Deale; Secretary, V. G. Orendo. Captain to give draws every five days while ship is in port, deducting allotments and taxes. Each department to elect safety representative. \$51.22 in ship's fund. Some disputed OT in deck department. Discussion re windscoop and screen for each porthole in crew mess and in library. New wringer installed in washer. According to captain nobody is allowed to hire coolies to work, but he may reconsider this matter. Custom officials in Beirut are very strict.

YAKA (Waterman) July 27—Chairman, George Troche; Secretary, Howard Menz. H. Bergine paid off in Houston, Texas. Locks and keys for engine and deck will be fixed on return trip to Mobile. Deck delegate reports one man failed to join ship in New Orleans. Garbage dumped by the gangway at sea to be stopped at once. All weather gear when not in use to be put in lockers aft. Linen to be returned and cots taken below when not in use.

SANTORE (Ore) July 27—Chairman, Joseph Thomas; Secretary, August Souza. Ship's delegate reports everything OK. Cups to be returned to pantry.

CHICKASAW (Waterman) June 29—Chairman, Allan L. Lake; Secretary, James B. Elliott. Everything reported running smoothly in all departments. Master refuses to allow men going to the wheel to use inside ladder except during heavy weather. Vote of thanks to steward department.

CS BALTIMORE (Cities Service) July 27—Chairman, Adolph Capote; Secretary, A. Capote. Ship's delegate reports that all men will put in for five nights lodging while in drydock. Several hours disputed OT. \$3 in ship's fund. Deck delegate reports lodging and sea watches disputed. Beefs to be taken up with boarding patrolman. BR requests that all soiled linen be returned to him. Rated 100 percent on sanitation by USPHS.

JOSEFINA (J. H. Winchester) Aug. 6—Chairman, Peter P. Lukatic; Secretary, J. Ratliff. Ship's delegate reports captain states he is being accused of overcharging the crew for postage to the States. Captain has a receipt for the stamps from the agent. Dispute on shore leave. Third cook went to hospital in Calcutta, India. Ship's delegate has one radio, one clock and some coins belonging to the third cook. \$3.20 in ship's fund. Deck delegate reports beef re restriction to ship in Calcutta. One man short in steward department. Vote of thanks to ship's delegate for job well done. Ship's steward will take care of mail in the future and charge it to the slop chest.

AFONDRIA (Waterman) June 12—Chairman, N. E. Genov; Secretary, C. J. Wall. Everything OK in all departments. Crew asked to rinse grease-stained clothes before putting them in washing machine. Coffee cups to be returned to pantry.



Fit for a Seafarer!
THE FOOD AND PRICES AT OUR OWN
BALTIMORE AND NEW YORK SIU CAFETERIAS
ARE GEARED FOR SEAFARERS -
THE MEMBERS OF OUR UNION. DROP
IN THE NEXT TIME YOU'RE AT THE HALL.
The Seafarers Cafeteria

SIU BULLETIN BOARD

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

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected by the contracts of the SIU Atlantic, Gulf, Lakes and Inland Waters District, and by Union shipping rules, which are incorporated in the contract. Get to know your shipping rights. If you feel there has been any violation of your shipping or seniority rights, first notify the Seafarers Appeals Board. Also notify SIU President Paul Hall at headquarters, by certified mail, return receipt requested.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OF 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 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.

AB Looks Toward Second 40 Years

NEW ORLEANS—Going to sea has evidently agreed with Seafarer William Fernwood. Now aboard the SS Yaka (Waterman) Fernwood boasts over 40 years' seagoing experience, having begun sailing back in 1919.

The much-traveled AB won't reveal his age, but by all the rules of arithmetic he is a young and robust upper 50's. As such, he was the senior member of the deck department on the Yaka.

Fernwood, of course, has quite a way to go to surpass the sailing records of such SIU oldtimers as the late Matt Little, who was shipping as bosun during World War II when he was in his 80's, and survived a torpedoing, or the late John Hopkins, chief steward, who quit after he reached his 90th birthday. Little was forced to retire by the War Shipping Administration, which figured he was a little too old to be ducking

torpedoes in the North Atlantic.

In the course of all his travels Fernwood has acquired fluency in nine languages, and can get by in several others. He speaks Dutch, Flemish, German, Belgian, Danish, Swedish, Norwegian, Japanese and, of course, English. So he's the ideal buddy to go along with on shore leave in a strange land.

In addition to the above, Fernwood can understand, and make himself understood, in Italian, Spanish, French and Portuguese.

Most of his shipmates probably wouldn't recognize the name Fernwood, as all hands know him as the Flying Dutchman, except, of course, the paymaster.

In the course of his seagoing career, Fernwood also served as port agent in Baltimore for the old International Seamen's Union. That was way back in 1927, in the days when Andrew Furuseth was



William Fernwood, AB, shown aboard Yaka (Waterman).

PERSONALS and NOTICES

Albert H. Schwartz
Our new address is PO Box 966, Midland, Tex. Write to us. Polly.

Roy Leon Pritchett
Important you communicate with Simon J. Griffinger, counselor-at-law, 24 Commerce St., Newark, NJ.

Robert Charles Meloy
Contact your sister, Mrs. Edward Kmett, 34 E. Wren Circle, Dayton 20, Ohio.

Francis J. Schumacker
Bk. #S-743. Last ship known SS Elizabeth, Bull Line. Contact Ace Milton aboard the SS Steel Navigator, c/o Isthmian Lines, Inc., 52 Broadway, NYC. Am ready to talk salvage with you. Have completely new set of Scuba gear and plans for salvage boat.

George C. Peterson
Contact your wife, Lela, at 450 Ellis St., Apt. #301, San Francisco, Calif.

G. K. Stennett
Contact G. W. Stennett, 106 Union St., Hinton, W. Va.

Dale W. Gray
Contact your sister, Mrs. Earl Flaherty, 1412 West Short St., Independence, Mo.

Urban LaBarrere
Very important you contact your wife immediately at 2513 Linden Avenue, Baltimore 17, Md.

John D. Halpin
Please contact your family at PO Box 147, Foxboro, Mass.

William Sikorski
A check from Ocean Carriers is being held for you in the SIU headquarters vault.

An overtime check for \$40.37 from American President Lines is being held for Norman Beavers, wiper by the MFOV, 130 Greenwich St., New York, NY. No forwarding address available.

William J. Jones
Please contact mother in Baltimore.

Norman R. Pettersen
Your wallet was found by NY Transit Authority. It is in Lost & Found Department at Jay St., Brooklyn. Call Mr. Burns at UL 2-9970.

W. J. Cribbs
Please contact C. A. Peterson, Treasurer of MFOV, 240 Second St., San Francisco 5, Calif., as soon as possible.

Joseph Bissonnet
Important I contact you at once. Louise, 1387 Seventh Ave., San Francisco, Calif.

The following men have discharges and other property being held for them at the vault at SIU headquarters hall: Francisco Gianico, Henry Jurgenson, Frederick Lillard, Edgar Starns, John Trost, V. Walrath, Herbert Wilson.

Frank Scott Paylor, Jr.
Please contact your wife at 1331 Curfman St., Raleigh, NC.

George W. Berthold
Please get in touch with mother, 513 Giuffria Ave., Metairie, La. Urgent.

J. C. Miller
Please contact Attorney Richard W. Ewing, Suite 317, Shell Building, Houston 2, Texas.

Louis Escarra
Please contact your mother, Mrs. Mary Roque, 519 West 138th St., New York, NY.

Francisco F. Rotolo
Please contact your wife at 7416 Fourth NE, Seattle 15, Washington.

Anyone knowing the whereabouts of Mallory James Coffey please notify his brother, Edward W. Coffey, Box 102, Blowing Rock, NC.

John H. Murray
Important you contact your son, c/o Gerner, same address as previously.

Pablo R. Lopez would like to

thank the crew aboard the SS Kathryn which sent a wreath of flowers and condolences when his sister, Isobel Salis, passed away September 8, 1960.

Leslie J. Brillhart
Alamo Heights 9, San Antonio, Tex. Alamo Heights 9, San Antonio, Tex. Let us know where we can get in touch with you. Mother and Robert.

Arthur W. Cornman
Anyone knowing the whereabouts of the above-named, please contact his sister, Mary Cornman, 3119 Baldwin Street, Los Angeles 31, Calif. Urgent.

Max Acosta
The headquarters mailroom is holding an important letter for you.

Tom Banning
Important you get in touch with SIU President Paul Hall at headquarters.

Pete Matovich
Contact J. G. Ulman, attorney, 641 Equitable Building, Baltimore 2, Md.

Ray Walker
Please get in touch with your sister-in-law, Bertha L. Walker, 2508 3/4 Broadway, Huntington Park, Calif. We want to hear from you.

Golden Sall Ex-Crewmembers
All crew members of the SS Golden Sall who had allotment checks which bounced, please notify Richard R. Carney of Tanner & Carney, Proctors in Admiralty, 725 Pacific Building, Portland 4, Oregon, for reimbursement. Send the bounced checks if you have them.

Will the friends of John Paul Synnot (Jack or Red Jack) please write to Trudy at 2260 Ave. B, Apt. 2, Beaumont, Tex. Jack passed away September 2, 1960 of a coronary occlusion. Hank, Jimmy Cole and Butch Wright, will you please write to Trudy. Any other friends of Jack feel free to write or drop in when you are in Beaumont.

SIU HALL DIRECTORY

SIU Atlantic, Gulf Lakes & Inland Waters District

PRESIDENT
Paul Hall

EXECUTIVE VICE-PRESIDENT
Cal Tanner

VICE PRESIDENTS
Claude Simmons Lindsey Williams
Earl Sheppard Al Tanner

SECRETARY-TREASURER
Al Kerr

HEADQUARTERS REPRESENTATIVES
Bill Hall Fred Stewart
BALTIMORE.....1216 E. Baltimore St.
Bex Dickey, Agent Eastern 7-4900
BOSTON.....276 State St.
John Arabasz, Agent Richmond 2-0140
DETROIT.....10225 W. Jefferson Ave.
Paul Drozak, Agent Vinewood 3-4741
HEADQUARTERS.....675 4th Ave., Bklyn.
HYacinth 9-6600
HOUSTON.....4202 Canal St.
R. Matthews, Agent Capital 3-4089; 3-4086
JACKSONVILLE.....920 Main St., Room 200
William Morris, Agent ELgin 3-0987
MIAMI.....744 W. Flagler St.
Ben Gonzales, Agent Franklin 7-3564
MOBILE.....1 South Lawrence St.
Louis Neira, Agent HEmlock 2-1754
NEW ORLEANS.....523 Bienville St.
Buck Stephens, Agent Tulane 8626
NEW YORK.....675 4th Ave., Brooklyn
HYacinth 9-6600
NORFOLK.....416 Colley Ave.
Paul Gonsorchik, Agent Madison 7-1083
PHILADELPHIA.....2604 S. 4th St.
S. Cardullo, Agent DEwey 6-3818
SAN FRANCISCO.....450 Harrison St.
Walter Sibley, Agent Douglas 2-4401
SANTURCE, PR.....1313 Fernandez Juncos, St. 20
Keith Terpe, Hq. Rep. Phone 2-5996
SEATTLE.....2505 1st Ave.
Ted Babkowski, Agent Main 3-4334
WILMINGTON, Calif.....505 Marine Ave.
Reed Humphries, Agent Terminal 4-2528

THE SEAFARERS VACATION PLAN

Financed by shipowner contributions to the central kitty for each day a Seafarer works on an SIU ship, SIU Vacation Plan benefits have been increased five times from the \$140 annual maximum of 1952 to the present \$400.

Seafarers can collect vacation pay on a pro-rata scale as soon as they accumulate discharges covering 90 days' seetime, and benefits are paid in direct proportion to the number of days worked. For example, a Seafarer with six months' seetime collects \$200.

Discharges are good for vacation pay purposes for one year from the date of payoff.

Vacation benefits are payable no matter how many different ships or companies have employed the Seafarer, nor does he have to pay off his present ship to collect.

Benefits under the Vacation Plan are payable through any SIU port office.



up to \$400 a year

● FOR EVERY SEAFARER, REGARDLESS OF RATING,
NUMBER OF SHIPS SAILED OR COMPANIES WORKED

SEAFARERS LOG

ELECTION SUPPLEMENT

SIU

ATLANTIC, GULF, LAKES & INLAND WATERS DISTRICT

ELECTION

Election Procedures

Qualified Candidates

with photos and records submitted by candidates

Sections of SIU Constitution

Sample Ballot



Election Procedures: SIU Executive Board Minutes, Oct. 3, 1960

(The following executive board minutes were acted on and approved by the membership at port meetings held on October 10, 1960.)

The meeting was called to order at 9:00 A.M. by Paul Hall, president.

PRESENT:

Paul Hall, President; Cal Tanner, Executive Vice-President; Claude Simmons, Vice-President; Earl Shepard, Vice-President; Al Kerr, Secretary-Treasurer.

ABSENT:

Al Tanner, Vice-President; Lindsey Williams, Vice-President.

ALSO PRESENT:

Herb Brand, Director of Organizing & Publications; Seymour Miller, SIU General Counsel.

The president announced that a quorum was present.

He then stated that the purpose of the meeting was to discuss the 1960 general election, review the steps taken so far, and to determine whether the Executive Board wished to recommend any additional steps which would, in its collective judgment, be desirable to comply not merely with the letter, but also, with the intent, of the Constitution, applicable law, and this Union's policy of full and fair treatment for all candidates.

The president next stated that the general counsel was present at his request. He asked the general counsel if he was aware of the election steps taken to date. The general counsel replied in the affirmative, that he and other members of his staff had checked the credentials committee report and supporting records, and the election material prepared and distributed. The general counsel stated that, in his opinion, the Union was in strict compliance with the constitution and applicable law, including, in particular, the Landrum-Griffin Act, and that he now so formally advised the executive board. He stated further that, so far as law was concerned, one last affirmative step remained to be taken, that is, the mailing of the 15-day notice required by law, that the Union was aware of this, and was, in fact, in the process of preparing the same for mailing. He pointed out that this would have to be completed on or prior to October 15, 1960. The secretary-treasurer stated that this would be accomplished.

The president then called for an open general discussion dealing with the purpose of the meeting, after which, the following was decided upon:

Re: UNION GENERAL ELECTIONS, 1960

The executive board wishes to make the following report and recommendations to the membership, for the purpose of keeping the membership informed, effectuating the Union's policy of completely equal and fair treatment to all candidates, and rounding out the Union's compliance with law, including the Landrum-Griffin Act.

A. All steps required up to now to comply with Landrum-Griffin have been taken. There remains one step, the mailing of notices to the members, and we recommend this step be taken, in accordance with law, on or prior to October 15, 1960. It need hardly be noted, of course, that, both at regular meetings of the membership, and through the SEAFARERS LOG, all details of the election have already been communicated. Insofar as our

constitutional requirements regarding elections are concerned, not only are copies of the constitution available at all ports, but also, the LOG prints the constitution verbatim every six months. Every member, therefore, should be aware of these requirements.

B. 1. The policy of the Union has been, and is, equal electioneering limits and facilities for all candidates. As usual, the SEAFARERS LOG will contain an election supplement, which includes the biographical sketches of each candidate and his photo, together with a sample ballot with voting instructions. The usual distribution pattern will be followed. That is, it is sent to all contracted vessels, is made available in substantial quantities, in all Union halls, and is otherwise distributed. Candidates and members will, therefore, have available to them those materials for electioneering, or any other purpose. In addition to that, the executive board recommends the printing of this election supplement in enough copies so that there will be available to each candidate, at his request, 100 copies thereof, to be used for such purposes as the candidate may choose. It is felt that 100 copies for each candidate is reasonable. There must obviously be some limit to the Union's expenditures in this regard. To insure equal treatment for each candidate, copies of this special material shall be made available in each Union hall. The port agent shall deliver the amount requested (up to 100) to each candidate, obtain a receipt therefor, keep a record of the same, and notify the secretary-treasurer, Al Kerr, immediately. It will be the secretary-treasurer's duty to keep a central tally, and to replenish stocks of this material when, as, and if needed.

2. To insure good order and to further preserve the secrecy of the ballot, electioneering must not take place within 25 feet of the polling place. In any event, the Union continues to insist on good order and decorum, which must be preserved. Any member whose ballot has been solicited within the prohibited area is required to make this fact known to the polls committee, which shall record the complaint in its report, as well as its findings and recommendations thereon. In addition, the member is required to notify the secretary-treasurer, Al Kerr, at headquarters, within 24 hours of the occurrence, by registered mail, return receipt requested, of the facts, which notification must be signed by the complainant, together with his book number.

In that connection, the executive board recommends that the membership also adopt the rule that, in case any member has a complaint that any of the election and balloting procedures of this Union have been violated, the same procedure as above set forth shall be followed. While the members have already been notified, through the LOG, as to notifications to the President in case of a claimed violation of any rights, it is recommended that the rule set forth herein be adopted with reference to the balloting and election procedures in this election, since the secretary-treasurer, under the constitution, is charged with specific administrative duties in connection with elections and referendums. The member's duty to report violations in this manner should be emphasized. If situations exist which call for corrective action, that action ought to be taken. It can't be taken if the responsible

parties under the constitution are not made aware of the facts.

3. Obviously, nothing in these recommendations is to be deemed to deprive any candidate or member of his constitutional right to observe the conduct of the election, the tallying of ballots, and so on, provided he maintains proper decorum.

4. In accordance with established policy, the Union, its officers, the LOG, and, indeed, the entire membership, should continue to encourage the utmost interest in the election. The executive board urges the largest possible vote, and encourages the use of proper electioneering to further stimulate interest in the exercise of this important right.

C. The secretary-treasurer states that, in compliance with law he has prepared a membership list, to be available for inspection by any and all candidates. Again in accordance with law, the list is, and will be kept, available at headquarters. While this is a valuable record, we recommend that the secretary-treasurer not be required to sit with whoever is inspecting the list, but that arrangements be made for a rank and file committee of three (3) to be elected for that purpose. We further recommend that a proper receipt be obtained from the inspecting candidate. Finally, since many members object to the Union releasing their names and addresses, and since it has been a long term policy of the Union to respect these feelings on the part of the membership, we recommend that, while each candidate may have his inspection, no candidate shall be allowed to make copies of the list or any part thereof.

D. Without regard to the executive board's power under Article VII of the constitution, the executive board specifically requests that the matters herein be brought to the attention of the membership and acted upon by them, by special meetings held in all ports, subject to the requirements of the constitution, on Monday, October 10, 1960, commencing at 9:00 A.M., except for the Port of Houston, which is scheduled to hold a regular meeting on that day. These matters shall be taken up in that port at the said regular meeting. It is also recommended that these minutes if approved as aforesaid, be included in the SEAFARERS LOG's election supplement of 1960; be included in the notice, referred to above, to be mailed to the membership in accordance with law, and, in addition, be prominently posted in the Union halls for the duration of the balloting.

The secretary-treasurer was unanimously directed to take all steps necessary to effectuate the foregoing.

ADJOURNMENT:

Paul Hall, chairman, then asked those assembled if there was any further business to come before the board. There being no further business to be transacted, it was then moved by Claude Simmons and seconded by Earl Shepard that this board meeting stand adjourned. Carried by a unanimous vote of the board.

Meeting was then adjourned at 2:15 P.M.

Fraternally submitted,

AL. KERR, Secretary-Treasurer

Candidates For SIU Elective Posts

For: President

(Vote For One)



PAUL HALL—Book No. H-1

—BALLOT No. 1

Original member of SIU. Holds all strike clearances. Active in all Union organizing since earliest days. Elected secretary-treasurer 1948. Re-elected every time since. Served on all SIU negotiating committees since 1948. Helped initiate Welfare, Vacation Plans. Participated in drive for SIU seniority hiring system to save Union hiring hall, and in fight which broke Communist hold on Canadian waterfront. Now serving as SIU president, as well as head of SIU of NA.

For: Executive Vice-President

(Vote For One)



CAL TANNER—Book No. T-1

—BALLOT No. 2

Charter member of the SIU since the beginning. Sailed actively during the war, seeing service in most combat zones. Active in Isthmian organizing drive both on ship and ashore as organizer. Elected Mobile agent every year since 1947. Participated in various A&G District organizing drives of past years. Active in all SIU beefs and holds clearances for all strikes the Union has engaged in since it was first organized. Now serving as executive vice-president.

For: Secretary-Treasurer

(Vote For One)



AL KERR—Book No. K-7

—BALLOT No. 3

Joined the SIU on November 6, 1943, in Port of New York. Sailed in all ratings in the deck department. Holds a clear record on all Union beefs and picketing actions since he joined the SIU. Has served the Union in many official capacities since 1945, including organizer, dispatcher, patrolman, assistant administrator of the SIU Welfare and Vacation Plans, as well as secretary-treasurer of all the Union's corporations. At present serves as secretary-treasurer of Union and its corporations.

For: Vice-President In Charge Of Contracts And Contract Enforcement

(Vote For One)



CLAUDE (Sonny) SIMMONS—Book No. S-1

—BALLOT No. 4

Member of the old ISU in 1935, then worked with US lighthouse dept. until joining SIU in 1939. Sailed until August, 1941, when appointed Tampa patrolman. Shipped again, August, 1942, and sailed through war. Appointed NY patrolman, Feb., 1945. Elected Tampa agent for 1946 through 1948. Resigned July, 1948, and shipped until Nov. 1949. Elected NY engine patrolman for 1951, 1952; elected assistant secretary-treasurer since 1953.

For: Vice-President In Charge Of The Atlantic Coast

(Vote For One)



EARL (Bull) SHEPARD—Book No. S-2

—BALLOT No. 5

One of SIU's original members. Active in P&O strike and other early Union actions. Directed field work in Isthmian organizing drive. Participated in Great Lakes organizing. Directed NY waterfront activities in 1946 general strike. Appointed New Orleans port agent in 1947. Elected New Orleans agent for 1948, 1949, 1950. Elected assistant secretary-treasurer for 1951. Appointed Baltimore agent in 1951. Elected Baltimore agent in every election since 1952.

For: Vice-President In Charge Of The Gulf Coast

(Vote For One)



LINDSEY WILLIAMS—Book No. W-1

—BALLOT No. 6

Joined SIU in January, 1942, in New Orleans. Sailed in the deck department during the war in practically every war zone. Served as Gulf area organizer during Union drive to organize Isthmian. Director of organization for Cities Service drive and was responsible for bringing many other new companies under contract. Elected New Orleans port agent in each election since 1950.

For: Vice-President In Charge Of The Lakes And Inland Waters

(Vote For One)



AL TANNER—Book No. T-12

—BALLOT No. 7

Sailed steward department ratings on SIU ships for many years. Became SIU member December, 1951. Came off ship to manage Baltimore Port O'Call when new hall opened. Participated in Baltimore HIWD and MAWD organizing including successful drive for harbor tugs. Active in aid to Westinghouse strikers. Also in NY Marine Allied Workers organizing and as Welfare Services representative. Now coordinator of Great Lakes organizing for the Maritime Trades Dept.

For: Headquarters Representative

(Vote For Three)



JOHN COLE—Book No. C-8

—BALLOT No. 8

Has been full book member since 1949; sailing in both steward and engine departments. Helped administer Welfare and Vacation Plans. Acted in many other Union capacities. Holds that our organization should serve the general welfare, not advance selfish purposes of a few. Maintains most-heavily-taxed trade unionists should be best represented; also cautions there cannot be more equality for some members than others. Insists on openness and frankness in all monetary matters. Advocates that the only adequate checks on unscrupulous leadership are specific machinery for suspension and recall of shifty officials and impartially-conducted Union elections.



WILLIAM (Bill) HALL—Book No. H-272

—BALLOT No. 9

Joined SIU, A&G District, in 1944, in the Port of New York. Served actively in many of the Union's major strikes and beefs, including the 1946 general strike, the 1947 Isthmian strike, the Wall Street strike and the Canadian beef. Was elected deck delegate and ship's delegate on most of the ships he sailed. Holds clearances for all Union actions. Elected assistant secretary-treasurer for 1953-54. Re-elected 1955-56, 1957-58. Now serving as headquarters representative.



EDWARD (Eddie) MOONEY—Book No. M-7

—BALLOT No. 10

Joined SIU in 1945. Served as ship's delegate or steward delegate on majority of ships. Member of Food and Housing Committee for 1946 general strike. Assisted during Canadian beef, and represented Union in various beefs in Puerto Rico. Participated in Wall Street strike. Appointed New York patrolman in 1952. Elected NY joint patrolman 1953-54. Elected steward assistant secretary-treasurer since 1955. Played major role in Robin Line beef.



FREDDIE STEWART—Book No. S-8

—BALLOT No. 11

Was volunteer organizer for SIU when it was founded. Participated in all major strikes including bonus strike, Isthmian, 1946 general strike and other actions. Was leader of direct action to secure milk, good provisions and decent shipboard conditions for all Seafarers. Served as steward patrolman in NY in 1947 and joint patrolman in 1948 and 1949. Elected steward or joint patrolman for all years since 1950. Assisted in drawing up many of the Union's past contracts.

For: New York Agent

(Vote For One)



PAUL DROZAK—Book No. D-180

—BALLOT No. 12

Became SIU member in 1945 in Mobile. Active in many major Union strikes and beefs from 1946 general strike down to present. Served as Seattle and San Francisco patrolman from 1951 to 1954. Served a two-year hitch in the US Army, 1954 to 1956, and then was assigned as New York patrolman. Major assignment was on Robin Line beef where he was active for full year from time the ships were sold until SIU won them back. Has clear Union record. Elected New York joint patrolman in 1958.

For: New York Joint Patrolman

(Vote For Ten)



JOHN ARABASZ—Book No. A-2

—BALLOT No. 13

Sailed through World War II in engine department, then took part in Isthmian organizing both as shipboard and shoreside organizer. Active throughout Cities Service organizing campaign. Helped organize first tanker ever signed by SIU. Participated in all major SIU beefs since the war. Served as patrolman, dispatcher, welfare representative and other Union capacities in Baltimore, New York and other SIU ports. Currently serving as acting agent in the Port of Boston.



E. (Scottie) AUBUSSON—Book No. A-8 —BALLOT No. 14

Joined the SIU, A&G District, in 1942 and sailed with the Union during World War II. Active in numerous major strikes and beefs of the Union, including the 1946 general strike, the 1947 Isthmian strike and many other beefs since then. Has served as dispatcher at headquarters regularly since 1955 and also as headquarters patrolman. Served often as ship's delegate. Has clear Union record.



JOHN BUCCI—Book No. B-780 —BALLOT No. 15

Joined the SIU in 1951, sailing in the deck department. Took active role in numerous Union beefs in subsequent years, including the 1953-54 longshore beef among others. For past two years has been acting patrolman in New York, and has also served as organizer in various Union campaigns in New York and other ports. Has strike-clear Union record.



ROBERT J. BURNS—Book No. B-187 —BALLOT No. 16

Member in good standing of SIU A&G District since 1942. Has clearance for all strikes and beefs. Served as organizer for the International Longshoremen's Association in 1939-40 organizing Seafood Workers Union in Portland, Me. Shop steward for Seafood Workers Union after winning contract with majority of plants in Portland. Also retired member in good standing of International Brotherhood of Teamsters Local 380, Boston.



DANIEL (Dan) BUTTS—Book No. B-628 —BALLOT No. 17

Was elected in 1939 as port agent for the Puerto Rico branch. Was elected five consecutive years by the membership. Sailed continuously as bosun since leaving office. Have served on various elected rank and file committees. When called upon, have always assisted in any beef in maritime industry and the labor movement. Member of Union since 1928. Strike clear from 1934.



JOHN CABRAL—Book No. C-200 —BALLOT No. 18

I have been in on all major beefs and organizing. Have been a delegate on most ships, looking for the betterment and welfare of our Union.



STEPHEN CARR—Book No. C-70 —BALLOT No. 19

I, Stephen Carr, have been a member of the Seafarers International Union, A & G District, since Dec. 13, 1941. Have sailed throughout the war years, and have been sailing since. Have been ship and deck delegate on numerous ships. I am now applying for joint patrolman in the Port of New York.



LEO CRONSOHN—Book No. C-801 —BALLOT No. 20

Sailing with SIU since 1951, have been member of steward and deck departments. Have active record in all strikes. Believe the Union should be run for its sailing members by a sailor leadership. Am for full conformity of the AFL-CIO Ethical Practices Codes. Would like a full account of all Union funds (General Fund, Welfare and Vacation Funds) at reasonable intervals. If elected, promises to devote all efforts toward achieving these goals.



JOSEPH (Joe Di George) DI GIORGIO—Book No. D-2 —BALLOT No. 21

Joined the Atlantic & Gulf District in 1951 in New Orleans. Served actively in many of the Union's major beefs and strikes in the years since then, including the 1946 general strike, the Isthmian strike, the Wall Street beef and numerous others. Elected Baltimore patrolman 1955-1956. Served on numerous rank and file committees and elected ship's delegate and steward delegate on many occasions. Was elected New York joint patrolman 1958-60.



STEPHANO G. (Steve) DI GIROLOMO—Book No. D-76 —BALLOT No. 22

Member of the SIU since 1940. Sailing in engine department. Sailed continuously during World War II. Has clearance for all strikes. Has been engine and ship's delegate on almost all ships sailed on. Active in 1946 general strike, Coos Bay beef and other SIU actions.



HARRY D. FITZGERALD—Book No. F-371 —BALLOT No. 23

Sailed exclusively on SIU ships since February of 1947. Clearance on all strikes and beefs since then. Played an active role in the Wall Street strike of 1948. Frequently serves as ship's delegate. Became full book member in 1955. Sails in steward department.



LOUIS (LOU) COFFIN—Book No. G-7 —BALLOT No. 24

Transferred into the SIU from old AFL Seamen's Union in 1939. Participated actively in 1941 bonus beef, 1946 general strike and Isthmian strike. Served Union as patrolman and agent in Philadelphia and Jacksonville and as assistant secretary-treasurer. Elected deck patrolman in NY every year from 1947-1952. Elected NY joint patrolman for '53-'54; NY deck patrolman, '55-'56, joint patrolman since. Participated in contract talks. Has all clearances.



HOWARD GUINIER—Book No. G-3 —BALLOT No. 25

Joined SIU at its start. Served as organizer in various drives from 1938 to 1941. Represented Union before National Defense Mediation Board on contract dispute in 1941. Served as chairman of headquarters bonus strike committee. Was chairman of NY branch food and housing committee for the 1946 general strike. Secured 3,000 berths for members during strike. Elected steward patrolman in NY from 1946 through 1956; joint patrolman, 1957-58. Now hq. joint patrolman.



EDWARD (Skippy) GUSZCZYNSKY—Book No. G-71 —BALLOT No. 26

Since 1938, has been a member of the Seafarers International Union, participating in most major beefs in the port of New York. Is now a resident of Brooklyn and presently working aboard the barge Judson K. Stickle.



E. (Babe Miller) HERNANDEZ—Book No. H-7 —BALLOT No. 27

Has been a member of the SIU since 1943, sailing in deck department. Served on numerous SIU ships during World War II. Came ashore in 1947 as appointed patrolman. Served in Union headquarters and various other ports as patrolman and organizer. Took part in practically every beef the Union has been involved in down through the years, including Isthmian, Wall Street. 1953-54 longshore beef and many others. Has clear Union record.



LUIGI IOVINO—Book No. I-11 —BALLOT No. 28

First started sailing with the SIU in 1946, and has shipped in both steward and deck departments since that time. Took part in 1946 general strike, the Wall Street strike and was active in the Isthmian organizing campaign. Also helped organize Government workers. On many occasions during the past fourteen years, has taken role in shipboard responsibility by serving as a delegate.



ROBERT (Sarge) MELOY—Book No. M-1056 —BALLOT No. 29

Joined the Seafarers International Union in 1948 in the Port of New York. Was organizer on Isthmian and Victory Carriers vessels. Actively participated in Isthmian and Wall Street strikes. Holds strike clearances on all other beefs. Has sailed on SIU ships since 1946 general strike. Had book retired from April, 1952, until April, 1955, while on active duty with the US Army.



FRANK MONGELLI—Book No. M-1111 —BALLOT No. 30

Started sailing in 1938 in the deck department. Came ashore to work for SIU in 1952. Has served in numerous capacities including building superintendent for five years. Is in charge of SIU training school activities including responsibility for lifeboat class, entry training and upgrading. Active in all SIU beefs since coming ashore including longshore, American Coal, Bull Line strike, Robin Line and SS Cleopatra. Has a clear record on all Union beefs.



PETER PATRICK—Book No. P-182 —BALLOT No. 31

Joined the SIU, Atlantic and Gulf District, in the port of New York in 1947. Has full strike-clearance. Active in Isthmian strike and other Union beefs. Elected ship's and steward's delegate many times, also participated in various committees ashore. Have been sailing steward since 1951. At present is steward aboard the SS Seatrain Texas, Seatrain Lines, Inc.

**CHARLES SCOFIELD—Book No. S-186—BALLOT No. 32**

Joined SIU, A&G district in '41. Sailed actively throughout WW II, entering most combat zones at one time or another. Member Savannah strike committee during the '46 general strike. Have been elected engine delegate and ship's delegate on many SIU vessels. Have full clearances for all strikes and beefs engaged in by the Union in 19 years since joining up. Was on Robin Gray as chief electrician during the '57 Robin Line beef. Currently serving as joint patrolman in the Port of New York.

**WILLIAM JOHN SMITH—Book No. S-60—BALLOT No. 33**

Started sailing in 1944 as a member of the SIU Pacific District. Transferred to the A&G District in April, 1947. Picket captain in Philadelphia during the 1946 general strike. Active during the Isthmian strike in 1947. I have sailed many newly-organized ships as deck and ship's delegate. Assisted negotiating working rules for Vac-U Vator machines aboard the SS Producer in 1958. Member of the deck department sailing, as bosun, deck maintenance or able-bodied seaman. At present bosun aboard the SS Kenmar.

**CHARLES STAMBUL—Book No. S-578—BALLOT No. 34**

Joined the SIU in the Port of New York in February, 1947. Participated in Isthmian organizing campaign on the Sea Tiger (later Steel Advocate). Also participated in the Wall Street beef, AFL long-shore beef and many others in which SIU was involved. Ship's delegate on many SIU vessels where he was instrumental in lifting logs and wiping out beefs. Has sailed for many years in engine department.

**KEITH TERPE—Book No. T-3—BALLOT No. 35**

Sailed throughout World War II on West Coast in both deck and steward departments. Joined the SIU in 1949. Was headquarters organizer during 1949-51, active in winning successful Cities Service drive. Also served as acting port agent in Lake Charles during 1950-51. Helped organize several other non-union companies. Was New York patrolman, contract negotiator and headquarters representative 1951-52. Elected NY joint patrolman 1955-56, also 1958-60.

**RAYMOND TORRES—Book No. T-31—BALLOT No. 36**

I've been with the SIU since I joined back in November, 1948, and I participated in the Cities Service drive. I've lost count on how many times I've been ship's delegate and engine delegate aboard our ships since I've joined—but I'd say at least 40 times at both jobs.

**NORMAN E. WROTON JR.—Book No. W-256—BALLOT No. 37**

I joined the SIU in 1946 and received my book in 1948. I have participated in various Union beefs and strikes, and have also been a ship's delegate or engine delegate on practically all ships sailed on since 1952. I am now sailing as FWT, oiler and pumpman.

For: Philadelphia Agent

(Vote For One)

**STEVE (Blackie) CARDULLO—Book No. C-1—BALLOT No. 38**

Since joining the SIU have been active in all Union strikes and beefs. Was Marcus Hook agent until that hall was closed. Served as patrolman in Philadelphia, as West Coast representative and as NY headquarters representative. During the war sailed in all combat zones. Has clearances for all Union actions. Active participant in Isthmian organizing and strike. Elected Philadelphia agent for every year since 1950. Active in Philadelphia port affairs.

**HARRY GERIE—Book No. G-269—BALLOT No. 39**

Joined the SIU in 1943 and has sailed in all three departments. Has all clearances. Served as delegate on a number of occasions. Completed first year at St. Joseph's College, Institute of Industrial Relations, Philadelphia. In the last two years, has sailed for Calmar Line and Ore Navigation Co. Ran for same office in last election.

For: Philadelphia Joint Patrolman
(Vote For Two)**JOHN HETZELL—Book No. H-6—BALLOT No. 40**

Has been a book member of the SIU since 1947. Served as ship's delegate and departmental delegate on many ships. Has taken an active part in Union beefs on the West Coast, in the Commercial Telegraphers Union strike, the Isthmian beef on behalf of the AFL Marine Engineers and Operating Engineers' strike in 1952. Was appointed joint patrolman in Philadelphia in 1951. Elected Philadelphia joint patrolman from 1953 to present.

**RAYMOND (Ray) OATES—Book No. O-2—BALLOT No. 41**

Joined first SIU ship in June, 1942, joined Union on return to States. Sailed all during the war. Acting patrolman in Philadelphia in 1945. Returned to sea latter part 1945 and sailed until May 1946 and then worked in Philadelphia as dispatcher. In 1949 returned to work for the Union as patrolman-organizer, and has since been employed in that capacity. SIU representative in Seattle '50 and '51. Has been active in all major organizing drives since '46. Also active in organizing for the MAWD and HIWD.

For: Baltimore Agent
(Vote For One)**REXFORD (Rex) DICKEY—Book No. D-6—BALLOT No. 42**

Elected deck patrolman for the Port of Baltimore for ten terms from 1938-48. Sailed actively on a leave of absence in the war years, 1942-43. Served as patrolman-organizer during the Isthmian drive and returned to this position on appointment in May, 1952. Was active in the 1946 general strike. Sailed AB between 1948 and 1952. Elected Baltimore joint patrolman 1955 to present. Has been clear in all Union strikes.

For: Baltimore Joint Patrolman
(Vote For Four)**JAMES C. BARNETTE—Book No. B-104—BALLOT No. 43**

Started sailing SIU July, 1945. Has all strike clearances. Served as engine and ship's delegate on several ships. Worked in Baltimore half as maintenance man from 1954-1957. Back to sea after termination of Union employment. Sailed all ratings in engine department. Was instrumental in defeating several House bills detrimental to seamen's livelihood. Works ashore between ships as stationary engineer.

**JOHN FAY—Book No. F-363—BALLOT No. 44**

I sailed in both the steward and deck departments before coming ashore in 1957. Since then have been employed by the Seafarers International Union in various capacities. On the Union payroll, I served as dispatcher, patrolman and welfare representative. I have been active in various beefs and organizing drives such as the American coal beef, Bull beef, Robin Line and most recently the Puerto Rican organizing drive.

**W. PAUL CONSORCHIK—Book No. G-2—BALLOT No. 45**

A&G member since Union was founded in 1938. Sailed steward, chief cook, baker. Member of Union negotiating committee, 1940-41. Assisted in drafting original SIU constitution. Member 1941 bonus strike committee. Returned to sea in 1943, then elected NY dispatcher. Served as NY steward patrolman from May 1951, until elected Baltimore steward patrolman for 1952. Elected NY steward patrolman 1953-54-55-56, joint patrolman thereafter. Now serving as Norfolk agent.

**ELI HANOVER—Book No. H-313—BALLOT No. 46**

Joined the Seafarers International Union on July 23, 1941, in the port of New York. Sails in the deck department. Served on numerous ships as ship's delegate and department delegate. Participated in many major Union actions and is strike-clear on all strikes. Served as dispatcher part of 1953 and 1954 and again in 1956. Elected patrolman in 1956 and 1958. Has been an active SIU member for almost 20 years.

**CLIFTON H. JACKSON—Book No. J-235—BALLOT No. 47**

I am trying for the patrolman's job at the Baltimore hall. I have over nine years of seetime with the SIU. I have never held an office job with the SIU. I have sailed in the steward department, the deck department and the engine department with most of my time in the engine room.



ANTHONY (Tony) KASTINA—Book No. K-5
—BALLOT No. 48

Has been employed by the Seafarers International Union of North America, Atlantic and Gulf District, since June 9, 1950. During that time has served as dispatcher, patrolman and also have handled the Union's Welfare Plan for a number of years. Also have been active in the organizational programs in the Baltimore area, including the American Coal Beef. Have all strike clearances since joining SIU.

For: Mobile Agent

(Vote For One)



LOUIS (Blackie) NEIRA—Book No. N-1
—BALLOT No. 49

Joined the SIU in the Port of NY in 1943. Sailed in the engine department. Appointed organizer in Mobile in 1945. Organized Mobile Towing Co. and other towboat companies in Mobile and Gulf area. Chairman of strike committee in Mobile for 1946 general strike. Active in 1947 Isthmian strike and numerous other Union beefs. Served as acting SIU agent, patrolman and organizer in Mobile and other ports. Appointed Miami port agent 1958. Elected Tampa agent for 1959-60. In February 1960 transferred as port agent to the Port of Mobile.

For: Mobile Joint Patrolman

(Vote For Four)



HAROLD J. FISCHER—Book No. F-1 —BALLOT No. 50

In the SIU since 1938. Sailed steadily in the engine department during the war until December 1943 when appointed Mobile dispatcher. Was drafted into the U. S. Army in 1944 and discharged in 1946. Returned to sea. Served again in Mobile as patrolman-dispatcher for four years from 1946-1950. Served as SIU West Coast representative and San Francisco agent. Elected Mobile joint patrolman since 1953. Has clear record on all strikes.



JAMES M. FOSTER—Book No. F-248 —BALLOT No. 51

Joined the SIU in 1944 and sailed deck department since joining. Sailed with Isthmian during organizing drive. Have clean record for all strikes and always ready to participate where needed. Participated in BME organizing with Isthmian in Houston. Also went to Norfolk on American Coal beef. Now on Del Mar. Elected to various delegate jobs. Will always uphold our constitution and our agreements of our Union and brothers.



ROBERT L. JORDAN—Book No. J-1 —BALLOT No. 52

Sailed since 1938 as member of the engine department. Was organizer in Gulf area for Isthmian ships and tugboats from September, 1945, and on. Served as Mobile engine patrolman in February, 1946. Was acting dispatcher and organizer in that port. Was elected engine patrolman in Mobile in each election from the year 1949 to 1956. Elected joint patrolman 1956-60. Active in all SIU beefs and picketing actions for many years.



LEO MARSH—Book No. M-9 —BALLOT No. 53

Has been a member of the SIU, A&G District, since it was formed, and has always sailed in the steward's department, in all ratings and on almost every type of vessel under Union contract. Holds clearances for all SIU strikes and beefs since the Union was organized and has taken active part in all of them. Was appointed as steward partolman for the Port of Mobile in December, 1951. Elected Mobile steward patrolman 1953-56. Elected Mobile joint patrolman 1957 through 1960.



W. J. (Red) MORRIS—Book No. M-4 —BALLOT No. 54

Sailed since 1939 and through World War II. Appointed acting agent for Jacksonville in March, 1945. Later assigned to NY and then to Norfolk, as patrolman. Served as acting agent at Charleston, SC. Appointed patrolman for Mobile, 1947; served as deck patrolman in Mobile in 1948; joint patrolman in 1949; deck patrolman, 1953-56 and joint patrolman, 1957-58, all in Mobile. Elected Savannah agent for 1958-1960 and served as such until Savannah closed. Now Jacksonville agent. Holds all strike clearances.



HOMER STARLING—Book No. S-141 —BALLOT No. 55

I have been a member of the AFL Seaman's Union since 1937, and of the SIU since 1939. I hold all unlicensed ratings in the engine department and have sailed in most of those ratings. Have been sailing as electrician since 1949. Have been on Alcoa Roamer for the past 16 months as 2nd electrician. Having come all the way with this Union, I think I could fill the job which I am seeking, with efficiency and serve the Union and membership faithfully.

For: New Orleans Agent

(Vote For One)



C. J. (Buck) STEPHENS—Book No. S-4
—BALLOT No. 56

One of the early members of the SIU, joining in December, 1938. Active in 1939 Isthmian strike, 1939 bonus strike, 1946 general strike and 1947 Isthmian strike when company signed. Served A&G District in many capacities from dispatcher to agent in New Orleans. Sailed in all combat zones during WW II. Elected New Orleans engine or joint patrolman since 1947 in every election up to the present time. Has participated in many Union beefs.

For: New Orleans Joint Patrolman

(Vote For Four)



GEORGE E. ANNIS—Book No. A-230 —BALLOT No. 57

Shipboard organizer in Isthmian. Served as volunteer picket during Isthmian strike. Became SIU member in February, 1947, in the port of Mobile. Ships regularly in deck department. Also sailed two years in steward department. Was in Navy from 1948-1952. Has clear record on all Union beefs. Assisted organizers in New Orleans on American Coal and Banner Line beefs. Has been ship's delegate on Alcoa Ranger.



CARL E. GIBBS—Book No. G-60 —BALLOT No. 58

I, Carl E. Gibbs, joined the SIU at the start of its organizing. Have been a faithful Union member for 22 years. I have also been in many of its activities, which, I'm very proud to say, has given me much pleasure. Worked in ports of New Orleans, Houston and the Great Lakes area. Elected New York patrolman in 1946, 1947, 1948 and 1949. Also participated in all strikes and am strike clear.



BELARMINO (Benny) GONZALEZ—Book No. G-4
—BALLOT No. 59

Joined the SIU in 1938, in Tampa. Active in organizing P&O Line and in subsequent P&O strike. Helped organize Florida East Coast Carferry in 1940. Was New York dispatcher in 1946-47, steward department patrolman in 1948. Elected Baltimore steward patrolman in 1949. Served as AFL organizer in Florida. Was patrolman in Tampa, patrolman and dispatcher in New York during 1953-54. Elected Tampa joint patrolman 1955-56. Now serving as Miami agent.



A. W. (Andy) GOWDER—Book No. G-352
—BALLOT No. 60

Became member of the SIU, Atlantic and Gulf District, in Savannah in 1944. Since that time has been active in all Union beefs, strikes and organization drives. Participated in 1946 general strike and Isthmian strike. Served on numerous committees in the Union's branches. Elected delegate, chairman and recording secretary on many SIU ships. Sailed during World War II and Korean War.



JACK O. KENNEDY—Book No. K-228 —BALLOT No. 61

Joined the Seafarers International Union in 1942 and has been in good standing at all times. Has all strike clearances, and participated in most of them. Has been ship's delegate on most all vessels served on, and has done best for brother members of the Union.



W. J. (Bill) MITCHELL—Book No. M-22
—BALLOT No. 62

Joined the Seafarers International Union in the Port of Norfolk in 1944. Started sailing in the deck department and later in the engine department where he now sails as electrician. Has clearances for all SIU strikes and participated directly in a number of strikes and beefs. Has been chosen many times by his shipmates to serve as departmental and ship's delegate aboard SIU ships and has assisted in settling various shipboard beefs.



MILTON J. PHELPS—Book No. P-479 —BALLOT No. 63

First sailed with the SIU in 1947 until 1949. US requested my services in January, 1950, which required two years. Qualified for a full book in December, 1954 and have sailed steadily from that time. Supported pro-union political candidates by campaigning at polls. Assisted organizing offshore operations in 1956. Served as ship's delegate and departmental delegate on numerous occasions. Presently steward delegate aboard Alcoa Corsair. Am loyal Seafarer and will uphold constitution, traditions and high standards of our great organization.

**EUGENE RAY—Book No. R-321 —BALLOT No. 64**

I joined the SIU in 1946 and have been a member since. I have served as ship's delegate on a great number of ships and have all strike clearances. Was in the US Army from 1950-1952. Joined and sailed on the SS Atlantic on the day the NMU struck it in NY. Believe I can fulfill the duties of joint patrolman with flying colors.

**ALBERT (Hooks) RICHOUX JR.—Book No. R-261 —BALLOT No. 65**

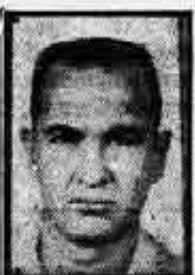
I have been a member of the Seafarers International Union, Atlantic and Gulf District, since 1941. I was an active participant in the 1946 general strike and in all the beefs which arose in the port of New Orleans. I have also helped in political affairs in New Orleans.

**C. M. (Whitey) TANNEHILL—Book No. T-5 —BALLOT No. 66**

Joined the SIU, A&G District, in June of 1943. Since that time he was active in the Isthmian organizing drive, and also in the Cities Service organizing campaign. He holds clearances for all SIU strikes and beefs since he joined the Union. In 1948, elected Boston joint patrolman. Elected joint patrolman for Galveston '50-'51. Elected New Orleans patrolman for last eight years. Was acting Houston port agent.

**HERMAN TROXCLAIR—Book No. T-4 —BALLOT No. 67**

Joined SIU in March, 1941, and has been active in Union since that date in all strikes, beefs and organizational campaigns, serving on many committees. During World War II sailed widely in many combat areas. Always sailed in steward department. Was first elected steward department patrolman for New Orleans in 1948. Was re-elected for 1949 and 1950. Elected steward patrolman in same port for '52, '53, '54. Strike clearances for all beefs.

**STEVEN (Steve) ZUBOVICH—Book No. Z-13 —BALLOT No. 68**

First sailed on Seafarers International Union ships in 1944. Received full book in 1945. Have clearance for all major beefs while shipping. Was in US Navy in 1946. Then returned to sea. Sails in deck department. Elected ship's delegate or deck delegate on majority of ships he sailed on.

For: Houston Agent

(Vote For One)

**ROBERT A. MATTHEWS—Book No. M-1 —BALLOT No. 69**

Joined SIU when it was chartered. Served as patrolman and port agent in Mobile and later as agent in Jacksonville and San Francisco. Assigned in 1946 to NY as hq representative. Served on every Union negotiating committee from 1946 to 1954. Elected assistant secretary-treasurer 1948, 1949 and 1950; hq representative for 1951-'52. Assistant secretary-treasurer 1953-'54, 1955-'56, 1957-'58. Houston agent since then. Participated in all SIU strikes and beefs.

For: Houston Joint Patrolman

(Vote For Two)

**THEODORE (Ted) BABKOWSKI—Book No. B-1 —BALLOT No. 70**

Joined SIU in 1941 and sailed in all combat zones during World War II. Was volunteer organizer in Isthmian drive and various tanker drives. Served on NY Isthmian strike committee. Active in 1946 strike, Coos Bay and shipyard beefs. Served on Baltimore committee aiding shipyard and telephone workers. Elected engine or joint patrolman at each election since 1949. Currently Seattle agent.

**CHARLES M. KIMBALL—Book No. K-2 —BALLOT No. 71**

Has been an active member of the SIU since its inception, always sailing in the deck department. Was appointed Mobile patrolman in 1944, and later sent to West Coast as representative. Was elected Mobile port agent for 1946, and patrolman and dispatcher in the same port in 1947. Went back to sea and sailed regularly until being appointed Galveston patrolman in October, 1951. Later elected Houston joint patrolman. Still holds same position. Has all strike clearances.

**OSCAR N. RAYNOR—Book No. R-520 —BALLOT No. 72**

Sails in the deck department with over ten years seetime with the SIU. From 1947 through 1954 sailed from the port of Mobile, Alabama. Now sailing regularly out of Houston. Has participated in all major beefs the Union has been engaged in, one being the long-shore beef in New York in 1953 and 1954. I will always support the SIU in any action we may become engaged in as I have always done in the past. All votes cast in my behalf will be greatly appreciated with my promise if elected to carry out my duties to the very best of my ability.

**JAMES TUCKER—Book No. T-22 —BALLOT No. 73**

Member SIU A&G District since its inception, having transferred from the AFL Seaman's Union. Acted as patrolman in Baltimore and Norfolk in 1943 and 1944. Acting agent in Charleston, SC, in 1944 and 1945. Transferred to Mobile as acting agent in July, 1945, finishing out that term of office. Went back to sea in 1946 and have been going to sea continuously since then. Have been elected deck delegate and ships delegate on numerous ships since. Hold strike clearances and sailed in all war zones during World War II.

For: Detroit Agent

(Vote For One)

**MARTIN (Marty) BREITHOFF—Book No. B-2 —BALLOT No. 74**

Started sailing with SIU in 1942 and sailed during World War II in all combat zones in both engine and steward departments. Served on grievance committee in Tampa during 1946 general strike. Was shipboard organizer at start of Cities Service drive in 1946. Served as chief dispatcher, Port of New York, in 1951 and 1952. Elected NY joint patrolman 1953 to 1956. San Francisco agent for four years.

SIU Constitution Rules on Elections

Article XIII

Section 3. Balloting Procedure

(a) The Secretary-Treasurer shall insure the proper and timely preparation of ballots, without partiality as to candidates or ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category. The listing of the ports shall follow a geographical pattern, commencing with the most northerly port on the Atlantic coast, following the Atlantic coast down to the most southerly port on that coast, then westerly along the Gulf of Mexico and so on, until the list of ports is exhausted. Any port outside the Continental United States shall then be added. There shall be allotted write-in space, on each ballot, sufficient to permit each member voting to write in as many names as there are offices and jobs to be voted upon. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be

easily removed to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(b) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraph and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots, when received, to insure that the amount sent, as well as the numbers thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt acknowledging the correctness of the amount and numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for ballots actually received.

The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer.

(c) Balloting shall take place in person, at port offices, and shall be secret. No signatures of any voter, or other distinguishing mark, shall appear on the ballot, except that any member may write in the name or names of any member or members, as appropriate, for any office, or the job of Headquarters Representative, Port Agent or Patrolman.

(d) Only full book members may vote. However, immediately prior thereto they must present their books to the Polls Committee of the port in which they are voting. The voter's book number shall be placed upon the roster sheet (which shall be kept in duplicate) in the space opposite the proper ballot number, and the member shall sign his name. The portion of the ballot on which the ballot number is printed shall then be removed, placed near the roster sheet, and the member shall proceed to the voting site with the ballot. An appropriate notation of the date and of the fact of voting shall be placed in the member's Union book.

(e) Each Port Agent shall be responsible for the establishment of a booth or other voting site where each member may vote in privacy.

(f) Upon completion of voting the member shall fold the ballot so that no part of the printed or written portion is visible. He shall then drop the ballot into a narrow-slotted ballot box, which shall be provided for that purpose by the Port Agent and kept locked and sealed except as hereinafter set forth.

(g) Voting shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the city in which the port affected is located. If November 1st or December 31st falls on a holiday legally recognized in a port in the city in which that port is located, the balloting period in such port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, voting in all ports shall commence at 9:00 A.M., and continue until 5:00 P.M., except that, on Saturdays, voting shall commence at 9:00 A.M. and continue until 12 noon.

Section 4. Polls Committees

(a) Each port shall elect, prior to the beginning of the voting on each voting day, a Polls Committee, consisting of three full book members none of whom shall be a candidate, officer or an elected or appointed job holder. For the purpose of holding a meeting for the election of a Polls Committee only, and notwithstanding the provisions of Article XXIII, Section 2, or any other provision of this Constitution, five (5) members shall constitute a quorum for each port, with the said meeting to be held between 8:00 A.M. and 9:00 A.M. with no notice thereof required. It shall be the obligation of each member wishing to serve on a Polls Committee, or to observe the election thereof, to be present during this time period. It shall be the responsibility of the Port Agent to see that the meeting for the purpose of electing the said Polls Committee is called, and that the minutes of the said meeting are sent daily to the Secretary-Treasurer. In no case shall voting take place unless a duly elected Polls Committee is functioning.

(b) The duly elected Polls Committee shall collect all unused ballots, the voting rosters, the numbered stubs of those ballots already used, the ballot box or boxes and the ballot records and files kept by the Port Agent. It shall then proceed to compare the serial numbers and amounts of stubs with the number of names and corresponding serial numbers on the roster, and then compare the serial number and amounts of ballots used with the verification list, as corrected, and ascertain whether the unused ballots, both serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. If any discrepancies are found, a detailed report thereon shall be drawn by the Polls Committee finding such discrepancies, which report shall be in duplicate, and signed by all the members of such Polls Committee. Each member of the Committee may make what separate comments thereon he desires, provided they are signed and dated by him. A copy of this report shall be given the Port Agent, to be presented at the next regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith. The results of such investigation shall be reported to the membership as soon as completed, with recommendations by the Secretary-Treasurer. A majority vote of the membership shall determine what action, if any, shall be taken thereon. Notwithstanding anything to the contrary contained in this Constitution, the Executive Board shall not make any determination in these matters.

(c) The Polls Committee shall also insure that the ballot box is locked and sealed, which lock and seal shall not be opened except in the manner hereinafter set forth. The same procedure as is set forth in the preceding paragraph with regard to discrepancies shall be utilized in the event the Polls Committee has reason to believe the lock and seal have been illegally tampered with.

(d) The Polls Committee shall permit full book members only to vote. Prior thereto, it shall stamp their book with the word "voted" and the date, issue ballots to voters, insure that proper registration on the roster takes place, collect stubs, and keep them in numerical order. It shall preserve good order and decorum at the voting site and vicinity thereof. All members and others affiliated with the Union are charged with the duty of assisting the Polls Committee, when called upon, in the preservation of order and decorum.

(e) In order to maintain the secrecy and accuracy of the ballot, and to eliminate the possibility of errors or irregularities in any one day's balloting affecting all the balloting in any port, the following procedure shall be observed:

At the end of each day's voting, the Polls Committee, in the presence of any member desiring to attend, provided he observes proper decorum, shall open the ballot box or boxes, and place all of that day's ballots therein in an envelope, as required, which shall then be sealed. The members of the Polls Committee shall thereupon sign their names across the flap of the said envelope or envelopes, with their book numbers next to their signatures. The committee shall also place the date and name of the Port on the said envelopes, and shall certify, on the envelope or envelopes, that the ballot box or boxes were opened publicly, that all ballots for that day only were removed, and that all of those ballots are enclosed in the envelope or envelopes dated for that day and voted in that Port. The Polls Committee shall check the rosters, and any other records they deem appropriate, to insure the foregoing. At the discretion of the Executive Board, official envelopes may be prepared for the purpose of enclosing the ballots and the making of the aforesaid certification, with wording embodying the foregoing inscribed thereon, in which event these envelopes shall be used by the Polls Committee for the aforesaid purpose. Nothing contained herein shall prevent any member of a Polls Committee from adding such comments to the certificate as are appropriate, provided the comments are signed and dated by the member making them. The envelope or envelopes shall then be placed in a wrapper or envelope, which, at the discretion of the Executive Board, may be furnished for that purpose. The wrapper or envelope shall then be securely sealed and either delivered, or sent by certified or registered mail, by the said Polls Committee, to the depository named in the pre-election report adopted by the membership. The Polls Committee shall not be discharged from its duties until this mailing is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

The Polls Committee shall also insure that the ballot box or boxes are locked and sealed before handing them back to the Port Agent, and shall place the key or keys to the boxes in an envelope, across the flap of which the members of the committee shall sign their names, book numbers, and the date, after sealing the envelope

securely. In addition to delivering the key and ballot box or boxes as aforesaid, the Polls Committee shall deliver to the Port Agent one copy of each of the roster sheets for the day, the unused ballots, any reports called for by this Section 4, any files that they may have received, and all the stubs collected both for the day and those turned over to it. The Port Agent shall be responsible for the proper safeguarding of all the aforesaid material, shall not release any of it until duly called for, and shall insure that no one illegally tampers with the material placed in his custody. The remaining copy of each roster sheet used for the day shall be mailed by the Polls Committee to the Secretary-Treasurer, by certified or registered mail or delivered in person.

(f) Members of the Polls Committee shall serve without compensation, except that the Port Agent shall compensate each Polls Committee member with a reasonable sum for meals while serving or provide meals in lieu of cash.

Section 5. Ballot Collection, Tallying Procedure, Protests, And Special Votes

(a) On the day the balloting in each port is to terminate, the Polls Committee elected for that day shall, in addition to their other duties hereinafter set forth, deliver to headquarters, or mail to headquarters (by certified or registered mail), all the unused ballots, together with a certification, signed and dated by all members of the Committee that all ballots sent to the port and not used are enclosed therewith, subject to the right of each member of the Committee to make separate comments under his signature and date. The certification shall specifically identify, by serial number and amount, the unused ballots so forwarded. In the same package, but bound separately, the committee shall forward to headquarters all stubs collected during the period of voting, together with a certification, signed by all members of the committee, that all the stubs collected by the committee are enclosed therewith subject to the right of each member of the committee to make separate comments under his signature and date. The said Polls Committee members shall not be discharged from their duties until the forwarding called for hereunder is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

(b) All forwarding to headquarters called for under this Section 5, shall be to the Union Tallying Committee, at the address of headquarters. In the event a Polls Committee cannot be elected or cannot act on the day the balloting in each Port is to terminate, the Port Agent shall have the duty to forward the material specifically set forth in Section 5(a) (unused ballots and stubs) to the Union Tallying Committee, which will then carry out the functions in regard thereto of the said Polls Committee. In such event, the Port Agent shall also forward all other material deemed necessary by the Union Tallying Committee to execute those functions.

All certifications called for under this Article XIII shall be deemed made according to the best knowledge and belief of those required to make such certification.

(c) The Union Tallying Committee shall consist of 14 full book members. Two shall be elected from each of the seven ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, and Detroit. The election shall be held at the regular meeting in December of the election year, or if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid ports on the first business day of the last week of said month. No Officer, Headquarters Representative, Port Agent, Patrolman, or candidate for office, or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In addition to its duties hereinafter set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, verification lists, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts and with each total broken down into port totals. The Tallying Committee shall be permitted access to the election records and files of all ports, which they may require to be forwarded for inspection at its discretion. The report shall clearly detail all discrepancies discovered, and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

The Tallying Committee is also charged with the receipt and evaluation of written protests by any member who claims an illegal denial of the right to vote. If it finds the protests invalid, it shall dismiss the protest and so inform the protesting member, by wire, on the day of dismissal. If it finds the protest valid, the committee shall order a special vote, to be had no later than within the period of its proceedings, on such terms as are practical, effective, and just, but which terms, in any event, shall include the provisions of Section 3(c) of this Article and the designation of the voting site of the port most convenient to the protesting member. Where a special vote is ordered in accordance with this Section 5(c), these terms shall apply, notwithstanding any provision to the contrary contained in this Article. Protests may be made only in writing and must be received by the Union Tallying Committee during the period of its proceedings. The reports of this committee shall include a brief summary of each protest received, the name and book number of the protesting member, and a summary of the disposition of the said protest. The committee shall take all reasonable measures to adjust the course of its proceedings so as to enable the special vote set forth in this Section 5(c) to be completed within the time herein specified. No closing report shall be made by it unless and until the special votes referred to in this Section 5(c) shall have been duly completed and tallied.

(d) The members of the Union Tallying Committee shall proceed to the port in which headquarters is located, as soon as possible after their election but, in any event, shall arrive at that port prior to the first business day after December 31 of the election year. Each member of the committee not elected from the port in which headquarters is located shall be reimbursed for transportation, meals, and lodging expense occasioned by their traveling to and returning from that Port. All members of the committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the Port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. Decision as to special votes, protests, and the contents of the final report shall be valid if made by a majority vote, provided there be a quorum in attendance,

which quorum is hereby fixed at nine (9). The Union Tallying Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain the ballots from the depository immediately after the termination of balloting and to insure their safe custody during the course of the committee's proceedings. The proceedings of this committee, except for the actual preparation of the closing report and dissents therefrom, if any, shall be open to any member, provided he observes decorum. In no event, shall the issuance of the hereinbefore referred to closing report of the Tallying Committee be delayed beyond the January 15th immediately subsequent to the close of voting. The Union Tallying Committee shall be discharged upon the completion of the issuance and dispatch of its reports as required in this Article. In the event a recheck and recount is ordered pursuant to Section 5(g) of this Article, the committee shall be reconstituted except that if any member thereof is not available, a substitute therefore shall be elected from the appropriate port, at a special meeting held for that purpose as soon as possible.

(e) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be sent by the committee to each Port Agent and the Secretary-Treasurer prior to the first regular meeting scheduled to take place subsequent to the close of the committee's proceedings or, in the event such meeting is scheduled to take place four days or less from the close of this committee's proceedings, then at least five days prior to the next regular meeting. Whichever meeting applies shall be designated, by date, in the report and shall be referred to as the "Election Report Meeting." As soon as these copies are received, each Port Agent shall post one copy of the report on the bulletin board, in a conspicuous manner. This copy shall be kept posted for a period of two months. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(f) At the Election Report meeting, there shall be taken up the discrepancies, if any, referred to in Section 5(c) of this Article and the recommendations of the Tallying Committee submitted therewith. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution, shall be taken thereon, which action, however, shall not include the ordering of a special vote unless the reported discrepancies affect the results of the vote for any office or job, in which event, the special vote shall be restricted thereto. A majority of the membership, at the Election Report Meeting, may order a recheck and a recount when a dissent to the closing report has been issued by three or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 5(f) the closing report shall be accepted as final.

(g) A special vote ordered pursuant to Section 5(f) must take place and be completed within seven (7) days after the Election Report Meeting, at each port where the discrepancies so acted upon took place. Subject to the foregoing, and to the limits of the vote set by the membership, as aforesaid, the Port Agents in each such port shall have the functions of the Tallying Committee as set forth in Section 5(c), insofar as that Section deals with the terms of such special vote. The Secretary-Treasurer shall make a sufficient amount of the usual balloting material immediately available to Port Agents, for the purpose of such special vote. Immediately after the close thereof, the Port Agent shall summarize the results and communicate them to the Secretary-Treasurer. The ballots, stubs, roster sheets, and unused ballots pertaining to the special vote shall be forwarded to the Secretary-Treasurer, all in the same package, but bound separately, by the most rapid means practicable, but, in any case, so as to reach the Secretary-Treasurer in time to enable him to prepare his report as required by this Section 5(g). An accounting and certification, made by the Port Agent, similar to those required of Polls Committees, shall be enclosed therewith. The Secretary-Treasurer shall then prepare a report containing a combined summary of the results, together with a schedule indicating in detail how they affect the Union Tallying Committee's results, as set forth in its closing report. The form of the latter's report shall be followed as closely as possible. Two (2) copies shall be sent to each port, one copy of which shall be posted. The other copy shall be presented at the next regular meeting after the Election Report Meeting. If a majority vote of the membership decides to accept the Secretary-Treasurer's report, the numerical results set forth in the pertinent segments of the Tallying Committee's closing report shall be deemed accepted and final without modification.

If ordered, a recheck and recount, and the report thereon by the Union Tallying Committee, shall be similarly disposed of and deemed accepted and final, by majority vote of the membership at the regular meeting following the Election Report Meeting. If such recheck and recount is ordered, the Union Tallying Committee shall be required to continue its proceedings correspondingly.

Section 6. Installation Into Office And The Job Of Headquarters Representative, Port Agent And Patrolman

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from the results deemed final and accepted as provided in this Article. It shall be the duty of the President to notify each individual elected.

(b) The duly elected officers and other job holders shall take over their respective offices and jobs, and assume the duties thereof, at midnight of the night of the Election Report Meeting, or the next regular meeting, depending upon which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at, that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 2, as to succession shall apply, until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

Section 7. The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union.

SAMPLE BALLOT

OFFICIAL BALLOT For Election of 1961 - 1964 Officers

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA
Atlantic, Gulf, Lakes and Inland Waters District

VOTING PERIOD NOVEMBER 1st, 1960 THROUGH DECEMBER 31st, 1960

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein your vote for such office will be invalid.

YOU MAY WRITE THE NAME OF ANY MEMBER WHOSE NAME DOES NOT APPEAR ON THE BALLOT IN THE BLANK SPACE PROVIDED FOR THAT PURPOSE UNDER EACH OFFICE.

Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

PRESIDENT Vote for One

1 ☐ Paul Hall, H-1

EXECUTIVE VICE-PRESIDENT Vote for One

2 ☐ Cal Tanner, T-1

SECRETARY-TREASURER Vote for One

3 ☐ Al Kerr, K-7

VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT Vote for One

4 ☐ Claude Simmons, S-1

VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST Vote for One

5 ☐ Earl (Bull) Shepard, S-2

VICE-PRESIDENT IN CHARGE OF THE GULF COAST Vote for One

6 ☐ Lindsey J. Williams, W-1

VICE-PRESIDENT IN CHARGE OF THE LAKES AND INLAND WATERS Vote for One

7 ☐ Al Tanner, T-12

HEADQUARTERS REPRESENTATIVES Vote for Three

8 ☐ John Cole, C-8
9 ☐ William (Bill) Hall, H-272
10 ☐ Edward (Eddie) Mooney, M-7
11 ☐ Freddie Stewart, S-8

NEW YORK PORT AGENT Vote for One

12 ☐ Paul Drozak, D-180

NEW YORK JOINT PATROLMAN Vote for Ten

13 ☐ John Arabasz, A-2
14 ☐ E. (Scotty) Aubusson, A-8
15 ☐ John Bucc, B-780
16 ☐ Robert J. Burns, B-187
17 ☐ Daniel (Dan) Butts, B-628
18 ☐ John Cabral, C-200
19 ☐ Stephen Carr, C-70
20 ☐ Leo Cronson, C-801
21 ☐ Joseph (Joe) Di Giorgio, D-2
22 ☐ Stephano G. (Steve) Di Girolamo, D-76
23 ☐ Harry D. Fitzgerald, F-371
24 ☐ Louis (Lou) Goffin, G-7
25 ☐ Howard Guinier, G-3
26 ☐ E. (Skipper) Guszczynsky, G-71
27 ☐ E. (Babe Miller) Hernandez, H-7
28 ☐ Luigi Iovino, I-11
29 ☐ Robert C. Meloy, M-1056
30 ☐ Frank Mongelli, M-1111
31 ☐ Peter Patrick, P-182
32 ☐ Charles Scofield, S-186
33 ☐ William John Smith, S-60
34 ☐ Charles Stambul, S-578
35 ☐ Keith Terpe, T-3
36 ☐ Raymond Torres, T-31
37 ☐ Norman E. Wroton Jr., W-256

PHILADELPHIA AGENT Vote for One

38 ☐ Steve (Blackie) Cardullo, C-1
39 ☐ Harry Garie, G-269

PHILADELPHIA JOINT PATROLMAN Vote for Two

40 ☐ John Hetzell, H-6
41 ☐ Raymond (Ray) Oates, O-2

BALTIMORE AGENT Vote for One

42 ☐ Rexford (Rex) Dickey, D-6

BALTIMORE JOINT PATROLMAN Vote for Four

43 ☐ James C. Barnette, B-104
44 ☐ John Fay, F-363
45 ☐ W. Paul Gonsorchik, G-2
46 ☐ Eli Hanover, H-313
47 ☐ Clifton H. Jackson, J-235
48 ☐ Anthony (Tony) Kastina, K-5

MOBILE AGENT Vote for One

49 ☐ Louis (Blackie) Neira, N-1

MOBILE JOINT PATROLMAN Vote for Four

50 ☐ Harold J. Fischer, F-1
51 ☐ James M. Foster, F-248
52 ☐ Robert Jordan, J-1
53 ☐ Leo Patrick Marsh, M-9
54 ☐ William J. (Red) Morris, M-4
55 ☐ Homer Starling, S-141

NEW ORLEANS AGENT Vote for One

56 ☐ C. J. (Buck) Stephens, S-4

NEW ORLEANS JOINT PATROLMAN Vote for Four

57 ☐ George E. Annis, A-230
58 ☐ Carl E. (Red) Gibbs, G-60
59 ☐ Belarmino (Bennie) Gonzalez, G-4
60 ☐ A. W. (Andy) Gawder, G-352
61 ☐ Jack O. Kennedy, K-228
62 ☐ W. J. (Bill) Mitchell, M-22
63 ☐ Milton J. Phelps, P-479
64 ☐ Eugene Ray, R-321
65 ☐ Albert (Hooks) Richoux Jr., R-261
66 ☐ Charles M. (Whitey) Tannehill, T-5
67 ☐ Herman M. Traxclair, T-4
68 ☐ Steven (Steve) Zubovich, Z-13

HOUSTON AGENT Vote for One

69 ☐ Robert A. Matthews, M-1

HOUSTON JOINT PATROLMAN Vote for Two

70 ☐ Theodore (Ted) Babkowski, B-1
71 ☐ Charles M. Kimball, K-2
72 ☐ Oscar N. Raynor, R-520
73 ☐ James L. (Jimmie) Tucker, T-22

DETROIT AGENT Vote for One

74 ☐ Martin (Marty) Breithoff, B-2