



Sight-Saver. One of the first to enjoy SIU's new optical benefit for Seafarers' dependents, Ramon Rueda, 14, has glasses fitted in NY as dad Juan Rueda watches. (Story on page 5.)



Recovery. Mike Crawford, son of Seafarer J. Crawford (left), chats with SIU agent Buck Stephens in New Orleans. The youngster is recovering from open-heart surgery. (Story on Page 16.)



Lifeboat. Another successful SIU lifeboat class takes to the water near headquarters with instructor Dan Butts at the tiller. Classes are part of the union's training and upgrading program.



Award. J. J. McCabe (right) receives 2nd annual USPHS sanitation award for 24-ship Isthmian fleet from G. O'Brien. SIU food plan's C. Wilson (center) looks on. (Story on Page 2.)



FOURTH MTD CONVENTION

MIAMI—The largest Maritime Trades Department convention in history concluded a busy three days of sessions here on December 6. Delegates adopted a wide-ranging program of action to rebuild the US merchant fleet and called on the Government to accept its maritime responsibilities.

(Stories on Pages 2, 3; Photo Feature in Centerfold.)

SIU, MEBA Fight Job Loss, Tie Up British-Flag Ship

—Story On Page 2

US Ships Assured Half Of Congo Aid

—Story On Page 3

Operators Seek New Cargo Rule

—Story On Page 7

Seafarers Man New, King-Sized US Oil Tanker

—Story On Page 2

SIU, MEBA Picket British 'Pirate Ship' In La. Job Action

LAKE CHARLES—Members of the Marine Engineers Beneficial Association, supported by the Seafarers International Union, are picketing the British-flag freighter Salvada because its use in carrying a US Government-financed aid cargo is depriving American seamen of job opportunities.

The picketing started when the Salvada was chartered to carry rice to Indonesia for the US Department of Agriculture although a US-flag company—Cargo Ships and Tankers—was the low bidder for the cargo.

The American company had offered its cargo ship, the SS Rainbow, which was available to carry the cargo. Turned down on the charter, the Rainbow is now laid up and its crew of 37 American seamen is unemployed.

MEBA and SIU pickets appeared at the ship the night of December

14. Within 48 hours, the Salvada's attorneys appeared before a Louisiana District Court and obtained an order restraining the picketing.

At the December 18 hearings, Union attorneys succeeded in having the temporary order set aside when the judge upheld evidence that the pickets were protesting the loss of job opportunities plus the use of foreign crews at lower wages and substandard conditions.

Union attorneys cited a US Supreme Court decision issued last year in the case of the SIU-affiliated Marine Cooks and Stewards versus a Panamanian-flag company.

The judge here ordered both parties to return for a further hearing on December 20.

Latest developments in the legal maneuvering was a request by the Salvada's attorneys for a postponement until December 21 and, as the LOG went to press, the hearing was in progress.

The Salvada had been scheduled to complete loading and sail at midnight December 19, but the picketing, which was respected by members of the International Longshoremen's Association, kept the vessel immobilized at the dock.

SCHEDULE OF SIU MEETINGS

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

New York	January 8
Philadelphia	January 9
Baltimore	January 10
Detroit	January 12
Houston	January 15
New Orleans	January 16
Mobile	January 17



The largest US-flag supertanker, Colonial's 67,100-ton Orion Hunter is now being crewed by SIU men and is shown during trials in Massachusetts Bay. She was christened Dec. 20.

Isthmian Fleet Awarded Another USPHS Citation

Seafarers manning Isthmian's 24-ship fleet have earned high praise for their efforts in spearheading the company's second consecutive citation from the US Public Health Service for excellence in vessel sanitation.

Four other SIU-contracted lines, Bloomfield, Ore, Calmar and Alcoa received similar awards earlier this year.

Isthmian qualified for the citation when each of its 24 vessels scored a 95 percent or higher rating during official USPHS sanitation inspections during 1960. These inspections cover 166 separate items of sanitary construction, maintenance and operation.

The citation was presented on behalf of Dr. Luther L. Terry, US Surgeon General, by George O'Brien, assistant regional director, Department of Health, Education and Welfare.

In accepting the award, Isthmian vice-president J. J. McCabe praised the SIU crews for making it all

possible. Cliff Wilson, director of the SIU food and ship sanitation program, was on hand for the ceremonies held late last month.

The Public Health Service maintains its inspection program as a control against disease and contamination aboard ship and among the shoreside population. These inspections cover preparation and serving of food and drink aboard ship as well as control of food and drink sources in port.

Bloomfield, which gained its third consecutive vessel sanitation award in April, earned a 100 percent score in 1960 inspections covering its four-vessel fleet. Alcoa Steamship received its award in January, chalking up a 97 percent rating for its 16-ship fleet.

In July, Ore received its fifth straight annual citation covering its nine vessels and Calmar earned its fourth commendation in a row for eight ships.

SIU Crews Biggest US Oil Carrier

BOSTON—Seafarers are now crewing up the biggest commercial vessel ever built in the US, the 67,100-ton supertanker Orion Hunter, built at Bethlehem Steel's yards in Quincy, Mass.

The huge oil carrier is currently the largest supertanker under the US flag and carries an \$18 million pricetag. The Orion Hunter is 850 feet in length, 104 feet at the beam and has a draft of just under 40 feet. Her 38 cargo tanks hold 23 million gallons of petroleum products.

Speed of the turbine-driven ship is 16½ knots. She was built for the SIU-contracted Colonial Tankers Corp. and is under five-year charter to the Military Sea Transport Service.

\$25 Christmas Bonus For Hospitalized Seafarers

The SIU kept its own holiday traditions up to date as arrangements were completed to provide special \$25 Christmas bonus checks for all Seafarers in the hospital between December 24-30 who have at least one day's seetime in the past year.

The Yuletide bonus is in addition to the regular hospital benefits payable in each case. A carton of cigarettes is included in the traditional holiday gift. Last year total bonus payments reached almost \$9,000, not counting the smokes.

Christmas dinner will also be served in all halls or at nearby restaurants where the hall does not have its own dining facilities.

LOG Wins 2 More Labor Press Awards

'An Incredible Volume of News'

MIAMI—The SEAFARERS LOG added two more International Labor Press Association awards to its string at the ILPA convention here this month. The LOG won first prize for the best single editorial in an international labor paper plus a citation for general editorial excellence.

Competing with several hundred AFL-CIO national and international union newspapers in various categories, the LOG was cited by a panel of professional newsmen for giving its readers "an almost incredible volume of well-written news. In the best sense (and pardon the pun)," the judges commented, "it covered the waterfront."

One other maritime union paper won an ILPA award in the contest. The "Marine Engineer" of MEBA District 2 received a second prize this year for editorial excellence among newspapers published by individual local unions.

The editorial in the LOG which took first-place honors was in the January, 1961, issue and pointed out the impact of American owned and operated runaway shipping here in the US and abroad. It cited the damaging impression foreign nations received of the American way of life due to the exploitation of foreign seamen by American runaway operators.

Press recognition of this editorial reveals the sharp interest



William F. Schnitzler, AFL-CIO secretary - treasurer (left), presents award to LOG editor Herb Brand.

in maritime and in the runaway ship issue, primarily a maritime concern, as it affects the economy of the whole country and the American image overseas.

Top honors in editorial excellence among international union newspapers went this year to "The Record" of the Retail, Wholesale and Department Store Union and to "The Machinist" of the International Association of Machinists. They took the first and second place honors, respectively. The LOG won the "honorable mention" citation.

It earned the first prize in 1953 and 1955 and has been among the three top winners in five of the past seven years. The SIU newspaper has also won awards in every possible contest category across the board. This year's prizes bring the LOG's total to 27 awards since 1947 when the SIU first entered the labor press competition. More than half of them have been won since AFL-CIO merger in 1955 when the competition was broadened.

MTD Resolutions

MIAMI—Specific action to strengthen the US-flag merchant marine, protect the jobs and security of maritime industry workers and to assist free trade union movements elsewhere in the world in their struggle against anti-democratic forces were strongly endorsed at the 4th biennial convention of the Maritime Trades Department.

Delegates adopted a wide-ranging program to implement the recommendations of the MTD's officers and executive board members. Among the major resolutions enacted were those calling for the following:

- Elimination of Federal tax exemptions for runaway-flag operations.
- Construction subsidies for all sections of the US merchant fleet and operating subsidies for all segments competing with foreign shipping.
- Approval of a construction subsidy for two Bethlehem Steel ore carriers to stimulate greater US-flag participation in the offshore bulk trades, where 87 percent of the cargo is now carried in foreign bottoms.
- Restrictions on Military Sea Transport Service operations and a return to the principle of private enterprise.
- Reporting by the seagoing MTD unions of any case in which Arab League nations blacklist or deny freedom of the seas to American vessels calling at Israeli ports.
- Assistance to Latin-American maritime unions in their struggle against communists and other anti-democratic forces . . . Promotion of closer relationships between the MTD and other maritime labor organizations throughout the free world.
- Opposition to proposals which would establish certain physical requirements as a condition of employment for seamen and thereby create arbitrary blacklists governing employment.
- Adequate funds to maintain USPHS hospitals and waiver of the 90-day eligibility rule for treatment.
- Support of legislation to extend full unemployment compensation to Great Lakes seamen and licensed officers.
- Effective safety programs for maritime workers.
- Federal legislation to provide medical care for the aged under the Social Security system . . . Improvements in Social Security benefits . . . Low-cost drugs and medicines . . . Additional low-cost housing and reduced mortgage rates . . . Continuing aid to depressed areas.
- Support for Canadian Seafarers against the runaway-flag vessel SS Northern Venture . . . An end to intervention by Federal and State agencies, on behalf of management, in this labor dispute.
- Support for the enactment of realistic tariffs on the importation of seafood . . . Increased Federal aid for the fishing industry.
- Reversal of the NLRB rule barring self-employed American fishermen from the benefits of union organization . . . Support for legislation to provide these workers with the right to seek union protection.

Gov't Urged To Accept Responsibilities

MTD CALLS FOR US FLEET REVIVAL

MIAMI—Mapping out a vigorous program to meet the problems of the maritime industry and protect the job security of maritime workers, delegates to the AFL-CIO Maritime Trades Department convention here called on the Federal Government to accept its share of the responsibility for developing a strong US-flag merchant fleet. The convention was the largest since the inception of the department.

The program of action was laid out during a three-day convention December 4-6, attended by 150 delegates from 29 AFL national and international unions with a maritime membership of over 400,000 workers throughout North America and the Caribbean. The Fourth biennial sessions of the MTD immediately preceded the regular AFL-CIO convention also held at the Americana Hotel.



Heading SIU Pacific District delegation at MTD sessions was Morris Weisberger (right), SIUNA executive vice-president and secretary-treasurer of the Sailors Union of the Pacific. SIUNA vice-presidents Ed Turner (left), secretary-treasurer of the Marine Cooks and Stewards, and William Jordan, president of the Marine Firemen's Union, completed the delegation.

Keynote of the MTD convention was its stress on the urgency to overcome the effects of runaway-flag shipping and reverse the industry's steady decline. This year's gathering was unique since, for the first time, top Government and industry spokesmen appeared to present their views of the problems facing the maritime industry.

Convention delegates enthusiastically echoed the views expressed by MTD president Paul Hall and other speakers that maritime must take its case to the Government and fight for the support essential to preserve the industry and jobs of maritime labor.

In opening the convention, Hall emphasized the critical conditions confronting the industry and the labor movement generally. He particularly cited attempts by Communists and other anti-democratic forces to take over maritime unions in Latin America and elsewhere.

The report to the convention by officers of the MTD pinpointed

the serious plight of US-flag shipping arising out of the need for dealing with the runaway-ship



SIU rep. Earl Shepard and Jesse Calhoun, MEBA secretary-treasurer (right).

problem, modernizing the subsidy program, eliminating Government competition with private shipping and reviving coastwise and inter-coastal shipping. They recommended specific action on all issues in calling for greater maritime research and development, shipbuilding and trade legislation plus steps to meet the problems created by automation.

In the final day of the convention, delegates unanimously adopted more than 20 resolutions.

A 40 percent increase in unions affiliated with the department was reported since the 1959 convention, representing a rise from 20 to 29 affiliates. Hall also noted that three unions, the National Maritime Union, American Radio Association and the United Steelworkers, had withdrawn from the department during the same period.

He noted that since the MTD was the official maritime department of the AFL-CIO, these unions should have remained and resolved within the framework of the department whatever problems may have existed.

Chief speakers and guests of the convention included the following:

US Secretary of Labor Arthur Goldberg, Hyman H. Bookbinder, special assistant to US Commerce Secretary Luther Hodges; Maritime Administrator Donald S. Alexander; Gordon Chapman of the US State Department and Donald Geoffrion, Navy Department;

Troy Browning, president, Propeller Clubs of the US; Max Harrison, president, American Maritime Association; Ralph E. Casey, president, American Merchant Marine Institute, and John Weller, president, Seatrain Lines.

AFL-CIO President George Meany headed the list of labor speakers. Other labor movement representatives included Nelson Cruikshank, director, AFL-CIO Social Security Department; Neil Haggerty, president, Building and Construction Trades Department, and Joseph Lewis, secretary-treasurer, Union Label and Service Trades Department. David Cole, labor arbitrator and former director of the US Mediation and Conciliation Service, also addressed the convention.



MMP president Charles Crooks (left) and Pat King represented deck officers.

50-50 Is Upheld On Congo Cargo

WASHINGTON—The State Department has reversed itself and decided that the 50-50 law does apply to US foreign aid cargoes shipped to the Congo under United Nations auspices. An "unfortunate" snap decision was given as the reason for an earlier lopsided ruling.

This is not the first time that the State Department has taken a similar position that would be injurious to American-flag shipping as well as contrary to existing law.

A parallel position by the Defense Department was evident in a recent exchange of letters between Deputy Secretary of Defense Roswell L. Gilpatrick and Senator Warren Magnuson (D-Wash.), chairman of the Senate Committee on Interstate and Foreign Commerce.

Sen. Magnuson had asked the department what led it to rely on the availability of runaway shipping in the event of an emergency. Gilpatrick's response was that the Pentagon regarded the runaways as an "expedient" since there weren't enough US-flag ships around.

What the Defense Department could do to insure a vital American merchant fleet may be found in a Navy Department reply to a

question posed by Senator John M. Butler (R-Md.) regarding Navy shipping proposals.

Citing the "responsibility of the Maritime Administration, under the direction of the Secretary of Commerce, to foster the development and maintenance of an American Merchant Marine," the Navy Department said it is "ready and willing to provide every practicable assistance to those agencies charged with this development and maintenance."

INDEX To Departments

The Pacific Coast Seafarer —Page 5

The Great Lakes Seafarer —Page 7

A&G Deep Sea Shipping Report —Page 6

The SIU Inland Boatman —Page 8

SIU Safety Department —Page 10

The SIU Industrial Worker —Page 14

The Fisherman and Cannery Worker —Page 15

The Canadian Seafarer —Page 10

Editorial Cartoon —Page 11

SIU Food, Ship Sanitation Dep't —Page 15

SIU Social Security Dep't —Page 17

SIU Medical Department —Page 18

Shipboard News —Pages 19, 20, 21, 22

Top Labor, Gov't, Industry Leaders Stress MM Needs

MIAMI—Major spokesmen for labor, Government and industry attended and addressed the Maritime Trades Department convention. Here are some of their comments:

ARTHUR J. GOLDBERG, Secretary of Labor, called for an expanded US merchant marine "to provide jobs and carry out our international responsibilities" . . . Said he was convinced US could not depend on foreign ships in an emergency, and must look to a US merchant fleet for security.

HYMAN H. BOOKBINDER, special assistant to Secretary of Commerce Luther Hodges, said that the Administration, in deciding transportation policy, must be "ever-mindful that it is not only the ships of our merchant marine that make it strong but the men who sail and build them as well."

DONALD W. ALEXANDER, Maritime Administrator, said the best interests of US merchant marine can be achieved only through cooperation of labor, management and Government. "You can depend on the Maritime Administration to put everything we have into carrying out the Government's responsibilities in this field."

MAX HARRISON, president of the American Maritime Association, said merchant marine problems could not be resolved through a piecemeal approach, and that AMA was established as a medium through which all segments of industry could work cooperatively for the well-being of the entire industry.

TROY BROWNING, president-elect of the Propeller Club, stated that management and labor have a joint responsibility to improve the industry and pledged Propeller Club efforts to this end.

RALPH E. CASEY, president of the American Merchant Marine Institute, cited shipping competition at home and abroad and said "united we would be a formidable op-

ponent for any and all adversaries; disunited, we are sitting ducks for almost anyone who wants to knock us off."

JOHN L. WELLER, president of Seatrain Lines, Inc., urged management and labor to work together for realistic solutions to merchant marine problems. He cited labor-management cooperation to maintain domestic shipping in the face of selective rate-cutting by railroads.

MTD President Paul Hall thanked the speakers for appearing at the convention and asked Government spokesmen to convey to the President and their respective department heads that mere understanding of the problems of the US merchant marine is not sufficient.

Army Base Stays Open

Protests by maritime labor, business and civic groups, spearheaded by the Maritime Port Council of Greater New York, have apparently killed off plans to shut down the giant Brooklyn Army Terminal.

A Defense Department spokesman stated there were no plans to close the base and "no adjustments are imminent" in operations of the 100-acre military shipping terminal. He said the Port of New York would continue to be heavily used for shipments of military cargo.

The rumored shutdown of the Brooklyn terminal was the basis for a spirited public hearing at the base on November 1.

SEAFARERS LOG

Dec., 1961 Vol. XXIII, No. 12



PAUL HALL, President

HERBERT BRAND, Editor; BERNARD SEAMAN, Art Editor; IRWIN SPIVACK, Managing Editor; ALBERT AMATEAU, ARTHUR MARKOWITZ, SYLVIE LICHTENSTEIN, JEROME GREENBERG, Staff Writers.

Published monthly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 475 Fourth Avenue, Brooklyn 32, NY. Tel. NYacinth 9-6600. Second class postage paid at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.



VISIT to the OUTPORTS



Seafarer Robert Meadowcroft's daughter Sheila, 19, and stepson George, 12, chat with nurse Shirlee Dubbs at SIU clinic in Baltimore hall. George doesn't look too happy; he's due for an exam.



The morning mail is checked out at the Philadelphia hall by Seafarers G. Barrman, FWT, and Bernard Carea, wiper. Post Agent Ray Oates, dispatcher Jim Doris and IBU representative Joe Trainor are behind counter.



Mulling over the day's news at the Baltimore hall (l-r) are Howard Credure and John Cholton, oilers; Levi Warner, FWT, and Clifton Webb, oiler, as Bernie Jagodzinski, AB, checks his paper.



On the beach in Philly as outpatient, Leo Gillis gets assist on filing forms for weekly sickness and accident benefits from Welfare rep. Joe Campo.



There's no better place for a bull session than a handy card table. Seated (l-r) around this one, proving the point, are Charles Bright, Walter Bufferton, Moe Jones and Pete Price. Site of all this yarn-swapping is the SIU hall in Norfolk.



There are two TV sets in the Philadelphia hall to keep down the "Let's watch this—No, let's watch that" arguments. G. B. Williams tunes one of them.



For the straight information about shipping, the man to check with is the dispatcher. Looking in on the counter in Norfolk (l-r) are J. D. Jones, AB, and Louis Everett, wiper. B. F. Coley, a visitor to the hall, listens in on the rundown of ships due in port.



A man who knows his coffee, William Rosania, steward, tries the brew at refreshment counter in Philadelphia. H. Peterbaugh is the messman.



All three shipboard departments have a hand in this game to while away some time. The cardplayers gathered 'round the table, in Norfolk hall, are C. O. Christie, black gang; Andy Solesbee, deck gang, and John Dolan, representing the galley contingent.

SIU Boosts Optical Aid For Family

SIU families are now enjoying complete optical care—free examinations and eyeglasses—recently won by the Union. Arrangements to extend the coverage Seafarers have had since 1958 to wives and other dependents were completed last month.

Optical facilities are provided in nine port cities to date: New York, New Orleans, Mobile, Baltimore, Houston, Philadelphia, San Francisco, Boston and Chicago.

New \$25 Benefit

In addition, Seafarers and their families who live in areas without SIU optical centers can now receive up to \$25 in benefits when they visit optical facilities closer to home. This feature had been available previously only for SIU pensioners.

One of the most widely-used popular benefits established for SIU men, the optical program now provides that Seafarers, their wives, children and dependent parents are entitled to complete eye examinations plus regular or bi-focal glasses, where required, once every two years. The coverage also provides that glasses will be provided more frequently if required for special medical reasons.

Clinic Eye Examinations Available

Eye examinations are also available separately through the network of SIU clinics in the major ports of New York, Baltimore, Mobile, New Orleans and Houston.

In the nine ports where the optical centers are established, appointments can be made through the Union hall. After the examination, it usually takes only a few hours for the glasses to be made. Special lenses, of course, require more time.

Fanwood Cargo Fans Out



Splattered all over the deck, lumber cargo on the Fanwood broke loose while the ship was crossing a Columbia River bar and forced a return to Astoria, Oregon, to secure cargo lashings. Fanwood was one of four SIU vessels involved in recent mishaps, all with no injuries reported. (See story on page 15.)

RRs Courting State Help For Anti-Ship Campaign

Governors of 14 states have been urged by the Labor-Management Coastwise Conference not to subsidize rate-cutting campaigns by Eastern railroads at the expense of the domestic shipping industry.

The conference was established recently to seek means to revive the once-prosperous domestic trade.

A joint memorandum issued on behalf of the group by SIUNA president Paul Hall and John L. Weller, president of Seatrain Lines, stated the industry's case. It pointed out to the governors that cut-throat competition by the railroads has virtually killed off coastwise and intercoastal shipping.

The chief executives of the 14 states met with railroad officials

two months ago and promised to consider special tax legislation and other measures to relieve their near-bankrupt condition.

Weller and Hall cited the selective rate-cutting policies of the railroads, under which rates are slashed where there is water competition and losses are made up in areas where no competition exists. They noted that if the railroads had carried their 1960 volume of freight at 1958 rates, revenues would have been an estimated \$367 million higher than they were.

Meanwhile, the SIU Pacific District contracted American Hawaiian Steamship is making a bid to re-enter intercoastal shipping by seeking Government mortgage to construct three ships.

The Pacific coastwise trade faces a possible upsurge since another company, Olympic-Griffiths, has called for bids on the construction of two fast van and freight vessels. This operation is scheduled to get underway by the middle of 1963.

Nassau Shifts To 'Jinx Run'

WASHINGTON—The 15,043-ton liner Nassau is moving in two directions at once. On one hand, a court case involving the Nassau has moved from the NY Court of Appeals to the US Supreme Court. On the other hand, the Caribbean tour ship has been sold

its way to the US Supreme Court. The high court has agreed to review the NY Court of Appeals decision.

Meanwhile, the liner has been refitted for about \$1 million in order to get it ready for regularly scheduled cruises between Acapulco, Mexico, and Los Angeles. She will be renamed the Acapulco.

Court Order

The IMWU's picketing of the ships was ordered stopped by New York courts, but the lower court decisions were reversed by the Court of Appeals, the highest court in the State. Now, more than a year later, the case has found

and took airplanes back. Then a propeller bent, reducing speed so much that boiler trouble developed. All this came after damage to the refrigeration system had caused a lengthy drydock period.

Back Wages

At the same time, the "jinxed" ship was being hounded for back wages by SIU Canadian District seamen. An original attempt to sail with a scab crew had been halted by the Sailors Union of the Pacific and the ship was finally crewed by the Canadian SIU out of Vancouver. Plagued by a load of unpaid bills, the vessel was ultimately seized by a US marshal and the Canadian crew had to sue for wages.

For the Nassau, this may point the way to some rough seas ahead.

Shipping Rules Being Revised

Seafarers are reminded that the actions of the Seafarers Appeals Board under the contract between the SIU and the operators are available and posted in all shipping halls. The actions of the SAB amend and clarify the seniority and shipping rules from time to time. The latest SAB action, number 58, went into effect last month. The revised shipping rules, incorporating all actions of the SAB to date, will be published in the next issue of the SEAFARERS LOG.

THE PACIFIC COAST SEAFARER



SUP, Firemen Now Voting To Elect Union Officers

SAN FRANCISCO—It's election time for two SIU Pacific District affiliates. Secret, unionwide balloting is on right now among members of both the Sailors Union of the Pacific and the Marine Firemen's Union.

The SUP reports 106 members—the largest number of candidates in its history—running for union posts. Voting began December 1 and will continue through January 31.

In addition to 88 members seeking 18 regular offices, nine are running for SUP Building Corporation trustees and another nine are competing for the five delegate spots for the next SIUNA convention.

In the Marine Firemen's election, 48 candidates are trying for the 16 regular jobs and seven more for posts on a four-man board of trustees. Voting in the MFOW began November 6 and also continues until January 31.

MFOW positions are being filled for one-year terms while SUP offices run for two years. In addition to top executive jobs, both unions will also elect outpost business agents, port agents, and headquarters dispatchers.



Leo J. White, ex-President Monroe, casts secret ballot in SUP election after voting in New York.

WC Talks Eye Floating Hotel

SEATTLE—SIU Pacific District unions have had some preliminary talks with the owners of the liner Liberte to discuss manning of the ship when it becomes a floating hotel at the World's Fair here next year.

The Sailors Union of the Pacific, Marine Firemen's Union and the Marine Cooks and Stewards were meeting with the Northwest Leasing Company, a hotel firm which purchased the Liberte from the French Line for an estimated \$3.2 million. The operator plans to move the ship here from LeHavre by the end of January.

Plans are to use the former trans-Atlantic vessel as a 1,500-guest hotel, combining its facilities as a nightclub, restaurant, movie theater and general attraction during the six month fair running from April to October, 1962. The 51,839-ton Liberte would be berthed at the Bell Street Terminal, a short walk from the fair site. The berth is now used occasionally for cargo ships.

Other Talks Continue

In separate contract talks, negotiations are continuing in San Francisco on terms of the three-union basic offshore agreement. A temporary recess in the bargaining, protecting the retroactivity already agreed on, was called in order to permit the executive heads of the Pacific District unions to attend the Maritime Trades Department and AFL-CIO conventions in Miami.

It had been anticipated earlier that the negotiations would have been over with before this time,

but they have been slow, the SIU affiliates reported, because of the shipowners' problems with other unions, the necessity of settling issues covering the fast-turnaround ships and the time-consuming task of revising the basic offshore contract in its entirety. Problems involving the fast-turnaround container ships have already been resolved.

The unions listed agreement so far, regarding the offshore agreement, on vacation benefit provisions, improving the pension program to establish \$150 monthly payments and a variety of other items. Agreement also has been reached on an industry-wide joint union shipowner committee to go into the problem of quarters, feeding and safety.

Pacific District Shipping

Port	SUP	MFOW	MC&S	TOTAL
	10/17 to 11/14	11/1 to 11/31	11/3 to 11/30	
San Francisco	587	148	294	1029
Seattle	145	59	30	243
Portland	123	32	29	184
Wilmington	389	(no hall)	71	460
New York	81	41	43	165
New Orleans	33	—	2	35
Honolulu	13	27	4	44
San Pedro	(no hall)	101	(no hall)	101
TOTAL	1371	408	482	2261

*Honolulu totals for 11/17 to 11/30 only.



SEAFARERS ROTARY SHIPPING BOARD



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

From November 1 Through November 30, 1961

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	3	1	7	11
New York	44	8	40	92
Philadelphia	13	8	12	33
Baltimore	13	5	30	48
Norfolk	4	2	12	18
Jacksonville	1	1	16	18
Tampa	3	1	16	20
Mobile	13	7	8	28
New Orleans	12	13	43	68
Houston	13	3	56	72
Wilmington	0	1	16	17
San Francisco	2	2	8	12
Seattle	5	5	7	17
TOTALS	126	57	271	454

A downward trend was evident in both deep-sea shipping and ship movements in November. The number of men shipped across the board in November dropped off by 298 from October's total of 2,741. Ship movements were off 78 from October's 532.

While the total number of men shipped was off from last month, the November figures are a slight improvement over shipping activity a year ago. Compared to last year, shipping for Seafarers in 1961 has held steady. If the trend holds true for December, then 1961 will be recorded as a very good shipping year for the professional, top seniority SIU seaman.

Two factors contributed to the drop in shipping during November. One was the desire of many top seniority men to make "just one more trip" before the Christmas holidays. This was evident by the fall-off in Class A men registered during the month and those remaining on the beach by the

end of November. As compared to October, these totals were 300 less "A" men registered and 100 less "A" men on the beach.

In fact, the total number of class A top seniority men remaining on the beach at the end of November was less than 100 over the number of men shipped during the month. This indicates that virtually every Class A seaman could have gotten a job if he wanted to throw in for one. As a group, Class A men took only 60 percent of the jobs available during the month. Class B men filled 30 percent of the open positions while class C newcomers shipped in the remaining 10 percent.

The second factor leading to the decline in shipping was the reduction in ship movements in almost all ports (see right). New York again serviced the greatest number of vessels, but the total amount of ships it handled was down 51.

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			Registered On The Beach 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	4	13	4	21	0	3	2	5	3	2	1	6	0	1	0	1	0	2	0	2	6	1	2	9	7	24	17	48	0	2	6	8
New York	36	70	18	124	3	12	34	49	32	61	19	112	2	8	21	31	1	21	13	35	112	31	35	178	82	133	31	246	3	24	56	83
Philadelphia	5	9	3	17	0	7	3	10	9	11	7	27	2	7	6	15	1	1	3	5	27	15	5	47	6	13	4	23	0	5	3	8
Baltimore	18	34	12	64	3	5	17	25	24	37	18	79	2	10	12	24	0	2	3	5	79	24	5	108	33	63	9	105	3	11	31	45
Norfolk	9	4	0	13	0	3	7	10	7	9	0	16	1	3	8	12	1	1	3	5	16	12	5	33	12	12	4	28	0	9	8	17
Jacksonville	11	11	5	27	1	5	3	9	5	6	1	12	1	4	2	7	1	4	3	8	12	7	8	27	12	14	2	28	0	6	4	10
Tampa	2	5	3	10	0	2	1	3	2	3	1	6	0	2	1	3	0	0	0	0	6	3	0	9	1	7	1	9	0	1	0	1
Mobile	18	16	2	36	0	3	4	7	8	17	4	29	0	1	4	5	0	0	0	0	29	5	0	34	35	27	6	68	0	4	9	13
New Orleans	41	72	15	128	4	20	21	45	37	71	14	122	3	15	11	29	0	7	4	11	122	29	11	162	69	92	15	176	6	28	38	72
Houston	40	64	17	121	0	22	34	56	33	52	12	97	8	15	33	56	3	7	1	11	97	56	11	164	54	86	16	156	5	17	26	48
Wilmington	6	18	3	27	0	8	4	12	6	18	4	28	0	5	4	9	0	3	7	10	28	9	10	47	15	13	2	30	0	10	3	13
San Francisco	19	23	4	46	2	7	7	16	6	21	7	34	3	8	6	17	0	1	0	1	34	17	1	52	25	25	9	59	2	4	3	9
Seattle	12	17	5	34	1	13	5	19	5	21	8	34	2	8	7	17	0	1	1	2	34	17	2	53	20	15	6	41	3	16	6	25
TOTALS	221	356	91	668	14	110	142	266	177	329	96	602	24	87	115	226	7	50	38	95	602	226	95	923	371	524	122	1017	22	137	193	352

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			Registered On The Beach 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	7	1	11	1	5	0	6	2	1	0	3	1	2	1	4	0	0	1	1	3	4	1	8	2	14	1	17	2	4	3	9
New York	19	69	12	100	10	29	33	72	27	62	11	100	12	22	27	61	3	15	15	33	100	61	33	194	33	126	15	174	12	38	37	87
Philadelphia	0	10	5	15	0	2	4	6	3	15	7	25	0	7	7	14	0	3	3	6	25	14	6	45	0	11	2	13	0	3	4	7
Baltimore	10	33	9	52	2	17	22	41	6	40	6	52	0	14	22	36	0	2	6	8	52	36	8	96	6	60	9	75	3	19	21	43
Norfolk	0	12	3	15	1	3	5	9	2	7	2	11	0	1	3	4	1	1	2	4	11	4	4	19	3	14	0	17	4	5	6	15
Jacksonville	1	10	3	14	1	4	8	13	1	7	2	10	0	1	4	5	2	5	0	7	10	5	7	22	2	10	3	15	1	2	11	14
Tampa	1	3	1	5	0	0	1	1	0	0	0	0	0	1	1	2	1	0	1	2	3	6	1	2	3	6	1	10	0	0	2	2
Mobile	4	20	3	27	0	6	9	15	3	15	7	25	0	6	7	13	0	0	0	0	25	13	0	38	9	35	4	48	0	7	5	12
New Orleans	19	58	10	87	5	19	21	45	22	66	13	101	3	19	27	49	3	7	6	16	101	49	18	166	29	80	9	118	5	48	43	96
Houston	13	55	6	74	5	25	31	61	15	42	6	63	5	30	32	67	1	8	0	9	63	67	9	139	25	77	8	110	3	23	23	49
Wilmington	4	12	1	17	1	9	3	13	9	11	1	21	1	5	3	9	0	1	3	4	21	9	4	34	4	12	2	18	1	8	3	12
San Francisco	9	16	3	28	2	4	3	9	5	9	5	19	0	3	1	4	0	0	0	0	19	4	0	23	15	40	6	61	2	2	5	9
Seattle	4	27	2	33	2	8	1	11	2	22	6	30	1	7	5	13	0	0	0	0	30	13	0	43	5	23	2	30	1	11	3	15
TOTALS	87	357	59	478	30	131	141	302	97	297	66	460	23	118	139	280	10	43	37	90	460	280	90	830	136	508	62	706	34	170	166	370

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			Registered On The Beach CLASS B													
	GROUP			GROUP			GROUP			GROUP			GROUP			CLASS			GROUP			GROUP													
	1-s	1	2	3	ALL	1	2	3	ALL	1-s	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-s	1	2	3	ALL	1	2	3	ALL
Bos	0	2	0	4	6	0	1	2	3	0	1	0	1	2	0	0	1	1	2	2	1	2	5	3	4	2	6	15	1	2	4	7			
NY	13	18	18	56	105	3	7	30	40	4	18	11	47	80	5	4	18	27	3	2	11	16	80	27	16	123	26	43	38	89	196	2	0	43	45
Phil.	2	2	1	4	9	1	1	7	9	3	2	3	9	17	4	0	12	16	0	0	7	7	17	16	7	40	3	5	1	6	15	0	1	6	7
Bal.	7	21	8	31	67	2	4	14	20	4	19	7	25	55	2	0	18	20	0	0	5	5	55	20	5	80	9	26	12	35	82	2	4	15	21
Nor.	1	5	2	2	10	3	3	4	10	1	3	0	2	6	2	2	4	8	0	2	5	7	8	8	7	21	1	7	5	6	19	3	4	14	21
Jac.	1	8	1	1	11	1	2	1	4	1	3	2	1	7	1	0	3	4	2	0	13	15	7	4	15	26	3	2	1	1	7	2	2	4	8
Tam.	1	4	2	3	10	0	0	0	0	0	3	0	0	3	0	0	1	1	0	0	3	3	1	3	7	3	5	1	6	15	0	0	0	0	
Mob.	0	8	5	14	27	1	0	7	8	1	8	1	13	23	0	0	7	7	0	0	0	0	0	0	0	23	7	10	19	53	1	0	27	28	
NO	5	15	12	75	107	2	5	36	43	6	25	9	64	104	1	3	28	32	2	6	19	27	104	32	27	163	18	38	25	98	179	2	7	71	80
Hou.	7	26	14	21	68	3	4	20	27	3	26	11	17	57	0	1	36	37	0	0	11	11	57	37	11	105	17	42	21	24	104	5	6	20	31
Wil*	4	5	6	8	23	3	2	8	13	1	4	2	4	11	1	1	5	7	0	0	8	8	11	7	8	26	5	5	6	6	22	2	1	6	9
SF	11	7	3	14	35	0	0	5	5	0	6	3	8	17	0	0	5	5	0	0	1	1	17	5	1</										

THE GREAT LAKES SEAFARER

Solid Union Votes Sweep Westcott, Becker Boats

DETROIT—Boat operators and crewmembers of the familiar J. J. Westcott launches here and at Port Huron—voted for representation by the Allied Marine Section of the SIU Inland Boatmen's Union in balloting conducted by the National Labor Relations Board last month.

In earlier NLRB voting, the Becker Towing Company came under the banner of the IBU Great Lakes Tug and Dredge Region. The union defeated the International Brotherhood of Teamsters in the Becker election covering crewmen on the two towboats operated by the company. Becker also has a third vessel under construction.

Well-known to all seamen on the Lakes, the Westcott operation is unique in the area. The two

launches carry mail on and off vessels as they transit the Detroit River. The launches also carry crewmembers, packages, laundry and even television sets to the freighters and other vessels passing through. Union patrolmen are also frequent passengers as they move about the Detroit River area to service crews on contracted boats and vessels in the area.

Summer Attraction

The Westcott operation is a summer attraction for visitors to the Detroit River near the Ambassador Bridge where they watch the launch scurrying out to meet vessels and transfer their passengers and material on and off while the vessels continue to move at their regular speed.

Many times the launch must meet and service as many as five or six vessels passing within minutes of the launch service area.

The launches were slated to discontinue operations, due to the close of the current shipping season, until the 1962 vessel fit-out begins. The operation at Port Huron employs three men and at Detroit six.

Lakes Welfare In Good Shape

DETROIT—Winding up its first seven months of operation, the new Great Lakes Seamen's Welfare Plan has paid Lakes sailors and their dependents a total of \$112,336.75 in benefits.

At their November meeting, the plan's trustees reported that the young plan was in "robust shape to go through the coming winter when vessels are idle and the contributions are reduced to a trickle."

Benefits paid to date were listed as follows: \$24,000 in death benefits for six eligible members; \$7,090 covering benefits for hospitalized seamen, \$11,235.60 in sickness and accident benefits and \$200 for special disability cases.

New Arrivals

The remainder of the money paid out went for the hospital-surgical expenses of seamen and dependents plus maternity benefits amounting to \$12,300. All told, 82 babies were born during the seven-month-period.

Seamen and their families throughout the Lakes have loudly praised the plan and its speedy payment of benefits. Letters of credit to hospitals have been issued immediately on request, and hospitals up and down the Lakes have become familiar with the new plan's procedures and benefits.

Where's Santa?



Standing under the Christmas tree at SIU headquarters is Peter Sorensen, 3-1/2, visiting the hall with dad, Seafarer Eivind Sorensen, NCB.

New Export-Import Rule Urged To Spur Shipping

WASHINGTON—Proposals to expand the US merchant fleet by amending foreign trade legislation have been advanced by the American Maritime Association at hearings of a House subcommittee. The House labor group is studying the impact of US import-export policies on employment.

A spokesman for the AMA urged enactment of new trade legislation requiring more than 50 percent of all strategic import-export materials to be carried in privately-owned American-flag merchant ships. He also called for administration of the existing 50-50 law "as written and intended by its sponsors."

The AMA is a new steamship management organization composed of operators holding con-

tracts with the SIU and the Marine Engineers Beneficial Association. It was established as an outgrowth of the contract beef which tied up Atlantic and Gulf Coast shipping last summer.

In pressing the case for new foreign-trade policy, the AMA pointed out that the US fleet, unlike the fleets of other maritime powers, carried a very small percentage of US foreign commerce. According to the latest available figures, it was stated, in 1959 this amounted to 9.7 percent. By comparison, British vessels carried 53.5 percent, West Germany carried 41.2 percent, Japan 53.2 percent and Spain 73.7 percent of their own national foreign commerce.

The Department of Defense maintains that a merchant marine adequate for purposes of national defense must be capable of transporting at least 50 percent of our foreign commerce.

"Therefore, with respect to both our economy and defense, we have fallen far short of living up to our announced and often-proclaimed policy. As things stand today, the AMA spokesman declared, "even if we were only to carry 25 percent of our foreign commerce, we would need a merchant fleet of at least twice the present size."

These figures "simply show that the deterioration of our merchant fleet and loss of employment to seamen has now reached the point where our national planning seems to lean toward eventual elimination of our maritime capabilities," he added.

Organizing Gets Top AFL-CIO Priority

MIAMI—Despite gloomy press predictions to the contrary, the unity of the American trade union movement held fast and was strengthened at the AFL-CIO's fourth biennial convention here. Delegates representing 12.5 million workers charted a wide-ranging program on legislative and political issues.

Top priority was placed on "the major unfinished business" of the labor movement—organizing the unorganized. The Federation also called for higher wages and shorter hours as collective bargaining goals to help eradicate unemployment and increase buying power.

President Kennedy was featured speaker at the December 7 opening session of the five-day convention, and pledged a new campaign to keep the US economy moving ahead.

Unity The Keynote

Unity was the keynote of the gathering as a new constitutional plan for settlement of internal disputes within the Federation was given overwhelming approval. It provides for mediation, determina-

tion by an impartial umpire if mediation fails and the imposition of sanctions by the AFL-CIO's Executive Council for non-compliance.

In other actions, the convention approved full reinstatement for the International Longshoremen's Association, ending a probationary period established at the last convention in 1959. Delegates unanimously rejected attempts to gain readmission to the Federation by the International Brotherhood of Teamsters.

'61 Seaway Season Ends

MASSENA, NY—Bad weather and a late rush in grain traffic delayed the closing of the St. Lawrence Seaway early this month. The waterway had been officially closed to traffic on December 3.

Six Lakes grain ships unloading at Montreal past the original deadline were locked through the Seaway two days later to enable them to get back to their home ports. Otherwise they would have been stranded for the winter.

The last ship transitted the locks here on December 5. Bad weather stalled navigation for a time, causing operations to keep on in daylight hours only as US and Canadian patrol boats continued to pick up buoys from shipping channels. April 15 is the scheduled reopening date in 1962.

Membership Meetings Set In WC Ports

Beginning in January, 1962, monthly informational and educational meetings for the SIU membership will be held in the West Coast ports of Wilmington, San Francisco and Seattle.

The meetings were authorized by the Executive Board of the SIU Atlantic, Gulf, Lakes and Inland Waters District, in the interest of all members, so that Seafarers on the West Coast can be better informed about the activities of their Union and participate more actively in the Union's affairs.

The meetings will be held during the last full week of every month, starting at 2 PM, local time. The Wilmington meetings will be on Monday, San Francisco on Wednesday and Seattle on Friday.

The Executive Board also directed that when a meeting day falls on a day officially designated as a holiday by the state or municipal authorities where the port is located, the meeting will be held the following day, as is the practice in other SIU ports, according to the constitution.

LABOR ROUND-UP

An important job security agreement has been won by the Railroad Telegraphers from the Southern Pacific RR. Telegraphers are now guaranteed 40 hours' pay each week for the remainder of their careers. Assurance was also won by the union that not more than two percent of existing jobs can be eliminated in any one year . . . The United Rubber Workers have set up seven special courses designed to meet the needs of members as part of a "Chance to Learn" program. The series was set up jointly by the union and the University of Akron.

Two separate actions in different parts of the country put the spotlight on management drives to push new "right to work" laws. A leading Idaho daily urged lawmakers not to make Idaho "that kind of state" by imposing an anti-union law on its citizens; in Maine, a clergyman called sponsors of such laws totally irresponsible and warned that a ban on union shop provisions would "reverse years of real progress in labor-management relations" . . . A Royal Canadian Mounted policeman was caught posing as a press photographer at a meeting addressed by Prime Minister Diefenbaker of Canada. He was taking pictures of union men passing out leaflets to get the unemployment problem before the people.

The Amalgamated Clothing Workers and the International Glove Workers, both AFL-CIO international unions, have merged.

The glove workers, with 2,500 members, were formerly in the AFL; the Amalgamated, listing 385,000 members, was a former CIO union . . . Street Car and Railway Employees in Kansas City have challenged Missouri's King-Thompson Act, which permits the governor to seize utilities, ban strikes and fine unions and their officers up to \$10,000 a day for defying a strike ban. A US District Court judge has granted the union's request that a three-judge panel be set up to study the constitutionality of the law.

In the first collective bargaining election in the history of the NY Board of Education, the AFL-CIO United Federation of Teachers was elected by New York teachers to represent their interests. Early bargaining talks covering over 40,000 teachers are being set up with the board . . . The AFL-CIO Horseshoers Union is launching a drive to unionize some 100 men who shoe horses at the nation's harness tracks. The union's present membership is about 300.

A Galion, Ohio, company which said it would fire any employee who wore bowling shirts with the initials "UAW" (for United Auto Workers) was held guilty of an unfair labor practice by the National Labor Relations Board . . . An ironworkers strike by Cleveland Local 17 ended when a contract formula was reached to provide an "adverse weather expense allowance" of \$5 whenever a man turns up for work and is sent home due to bad weather.

In the hospital?
Call SIU Hall immediately!

Seatrain Back, Ends RR Haul To Africa

The Seatrain New York arrived back in the States this month following a special offshore run to Africa. The voyage marked the first time a Seatrain vessel has been overseas since an epic war-time trip to North Africa in 1942 to deliver a load of tanks for the 8th Army.

On the latest run, the New York carried 207 different pieces of rolling stock plus 100 tons of rail and track for construction of two small, complete railroad systems. A special stacking system was devised to carry the cargo on deck and in her holds.

A company spokesman reported

MEET YOUR DELEGATE

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

James Hale, fireman, and formerly ship's delegate aboard the Orion Star (Colonial), typifies the new breed of Seafarer now sailing with the SIU.

He's young, 32 years old, and has been sailing with the SIU for ten years now. He likes to sail and, although he feels he could find work ashore if he had to, he's not too keen on the idea. Each man has a job to do aboard ship and shouldn't run away from responsibility.

Brother Hale was born and raised in Portland, Oregon. He is married, and he and his wife, Lucille, now make their home in Los Angeles. "I don't mind responsibility," he says. "Some guys turn the other way when they're faced with it."



Hale

He apparently practices what he preaches, and has served as black gang delegate on a number of ships. His delegate's job aboard the Orion Star was his first trick as a ship's delegate.

"This was a real happy crew," Hale reported. "There was plenty of discussion at the meetings, and that's a fine thing. But we didn't have any loudmouths or rough-necks sounding off just to hear themselves talk."

"The only beefs we had were minor ones," he continued, "but when they came up, I tried to get them out of the way as soon as possible. I didn't want them developing into anything really big. That's the best way to handle these things."

When the ship paid off in New York, Hale met with the Union patrolman and reported the minor items he thought should be done before the next crew came aboard. "I won't be on the ship, he noted, "but I don't want the new guys coming aboard with ready-made beefs waiting for them."

LET 'EM KNOW!
Write TO THE LOG

that the 13-day trip to Liberia "went smoothly and without a hitch." Upon arrival, the New York was discharged by a heavy duty floating derrick which lifted the heavy cargo off. The SIU crew manned the winches for other items.

Ore Deposits

The rails, trade and rolling stock, including a dozen locomotives, will be used to develop one of the world's richest iron ore deposits in Liberia. The project is a joint effort of the Liberian government and Swedish and United States interests. Two separate rail trunk lines will be built, one leading from a new ocean port at Buchanan, Liberia, to link up with a remote inland area where rich ore deposits lay.

The discharging operation ran into a few snags now and then, according to the company. "The ship had to be turned around a couple of times," it was reported, "to allow the derrick to get at all sides of her and, on a few occasions, the derrick bumped a little harder than it should have. As a result, some minor damage to the ship resulted."

Despite the damage, the special voyage was a coup for Seatrain, since it involved a record \$2 million railroad shipment. The ship was also able to load, deliver and discharge in record time because of her specialized construction.

On the 15-day return run, the New York headed to New Orleans, and picked up her regular coastwise operation again.

THE INQUIRING SEAFARER

QUESTION: Radioactive fallout from recent Russian A-bomb tests in the atmosphere seems to be drifting into various shipping routes. Is this likely to make you think twice about sailing into these areas?

Juan M. Collazo, chief cook: I'll go anywhere the ship sails. The danger of fallout is relatively unimportant as compared to the other things that can happen to a ship at sea. What I am concerned about is my family ashore. I think the Government should provide some protection for the people living in cities.



John Liston, AB: Maybe I have a fatalistic attitude but, if you're going to die, that's it. You can get hit with fallout even on shore, so why should I have any more worry while at sea. Wherever the ship goes, I go. That's my job.



J. L. Gomez, bosun: As long as I'm in the industry, and I've been a seaman for a good many years, I'll sail wherever the ship is scheduled to go. I'm more concerned for my family ashore. I think the Government should provide some protection for them the same way England did for its people during World War II.



Earl Cronsell, AB: I sailed during the last war and I don't think that fallout will present any more of a hazard than the kind I faced then. I'm more worried about my family back home. After all, they can't move once the fallout starts coming down. At sea we can.



Nicholas Bechullvanis, AB: I think there is some danger and would hesitate to ship out if there is too much fallout. Right now I'm concerned for my family on shore. The Government seems to have money for everything else. I think something ought to be provided for people ashore.



Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

US Tax Bite Up \$6 More On January 1

WASHINGTON—Seafarers will find Social Security taking a slightly larger bite from payoffs starting January 1st.

New rates which take effect in 1962 will cost Seafarers \$150 on the first \$4,800 they earn. This is \$6 more than the \$144 now deducted for Social Security.

The rate change is an increase from three to three and one-eighth percent. The increased deductions will be applied to wages paid on or after January 1st, even if the money was earned before then, the Social Security Administration points out.

That means, for example, that if a ship sailed on November 1 but does not pay off until after January 1st, the new higher rates will be applied to the full payoff. As in past years, if a Seafarer pays more than the maximum required in Social Security deductions due to work for more than one employer, he can claim the overage as "income tax withheld."

The 1962 increase is the first step in a gradually increasing rate schedule. The present law calls for a four-and-five-eighths percent tax on the first \$4,800 of salary by 1968 or a \$232 Social Security deduction.

The increased Social Security deductions, which are matched by the employer, will be used to pay for increased Social Security benefits under legislation passed by Congress last summer.

This provides for expanded disability benefit insurance, Social Security retirement coverage at age 62, increased payments for widows and families and a general increase in monthly benefits.

THE SIU INLAND BOATMAN

IBU Rivers Drive Scores 17-0, Gains New Support

HOUSTON—Organizing by the Inland Boatmen's Union in the nation's great Mississippi River system took a big step forward when the union won a unanimous decision in a National Labor Relations Board election among employees of the Inland River Company. All 17 ballots cast in the voting were solidly for the IBU.

Inland River, which employs 20 boatmen, now runs two boats, the Inland Pilot and the Inland Trader. The Pilot runs between New Orleans and Florida and the Trader works on the Mississippi from St. Louis north.

The tally was conducted here late last month following separate votes earlier on each of the company's boats. Hearings on the Union's election petition were held in October. Inland River is a subsidiary of Dixie Carriers, a company based at Harvey, Louisiana, which has been under IBU contract for some time.

Campaigning in several other river's fleets at the same time, Union representatives expect NLRB balloting procedures to be underway shortly in a number of areas.

Union halls have been opened in St. Louis, Missouri; Point Pleas-

ant, West Virginia; Port Arthur, Texas, and Tampa, Florida, to organize workers on boats in the Mississippi, Ohio River and intra-coastal systems.

Norfolk Win Is 11th Straight

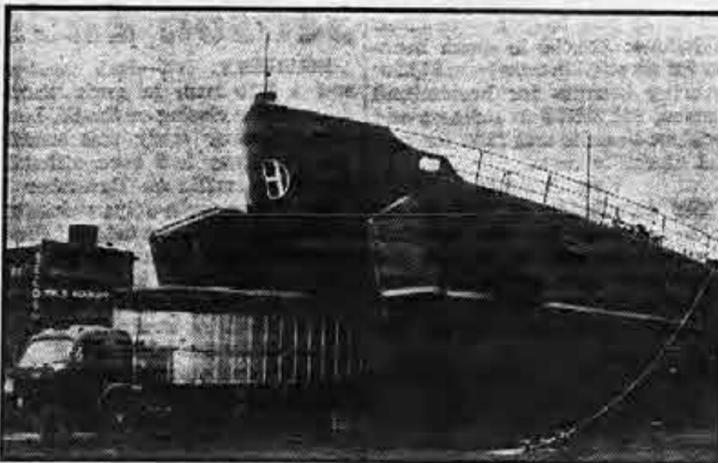
NORFOLK—The Inland Boatmen's Union has just scored its 11th straight election victory in this area, winning at M. L. Hudgins & Son by margin of 14-2. The non-union company employs some 24 marine workers on small tankers and tugs which transport oil to various harbor outlets. The National Labor Relations Board voting was held recently.

Earlier, boosting its string of important wins in the Hampton Roads area, the IBU brought another tug fleet under its banner with the signing of a contract covering the R. K. Davis Transportation Co.

The 30 tugmen who operate the seven Davis boats from Newport News bring the overall IBU membership in the Norfolk area to 400.

Organizing campaigns earlier this year scored important suc-

New Coastal Roll-On Ship



One of two converted LSTs that began overnight roll-on service between Baltimore and Norfolk this fall, the IBU-contracted Maryland Clipper takes on vehicles via loading ramp in bow. The company, the Norfolk, Baltimore and Carolina Line, has been operating other vessels for many years.

cesses with victories in the Curtis Bay, McAllister and GATCO fleets where the IBU routed District 50 of the United Mine Workers.

Follow-up drives to organize smaller non-union tug fleets were won when the IBU was recognized as bargaining agent for employees of Capitol Transportation and Marine Oil Service. The victory at R. K. Davis came after employees voted for IBU representation in an NLRB election held in September. Contract negotiations between the union and R. K. Davis came to

a successful conclusion in November with the signing of a three-year agreement. It sets up wage scales, working rules and job security provisions in the seven-boat fleet.

The new pact provides for automatic wage increases during the life of the contract. Another major gain for Davis employees is coverage under the Seafarers Welfare Plan completely financed through company contributions. The company also agreed to a dues check-off provision.

Thanksgiving at the SIU

Traditionally, the SIU has extended an invitation to its family to join together in marking the holiday that comes around on the fourth Thursday of November. This year was no exception in every SIU city.

Once again last month, it was time to pass the drumstick and cranberry sauce at SIU halls in all ports for Seafarers, their families and friends. For all hands, the belt-popping meal included turkey and all the trimmings as everyone shared in the traditional Thanksgiving table fare.

The photographs on this page do not represent all SIU ports, although dinners were held in every case. Pictured here are scenes from the affairs in New Orleans, Houston and New York.



Seafarers, families and guests jam New Orleans hall for holiday dinner. That turkey must have been good. Scenes at right and directly below are all from New Orleans.



Fruit table (left) gets a careful inspection from Robert and William Ranew, sons of Irvin Ranew, 2nd cook. Above, Harry L. Toal and family, with Carl W. Grages, engine department, and his wife and children, enjoy dinner together.



Here (l-r) are B. Rydlander, AB; L. Gotherd, OS; R. Vilorio, B. O'Conner, steward; Mrs. O'Conner; G. McCarter, SUP.



Angel M. Ortiz, oiler, and his family get together for Thanksgiving. Ortiz just came off the Margaret Brown for the affair.



It's dinner for six at this table as Mrs. Lloyd "Johnny" Johnston and guests are on camera here. Johnston is at sea on the Del Mar.



Two father and son teams spent the holiday at SIU dinner in New York. At left, John Sorel, deck department, with his trio, Mark, Robert and Jan. Above, Walter Baker and stepson David.



It looks like dessert time in NY (l-r) for Seafarer and Mrs. Q. Zambrano, with Andrew Mayorga and family.



At Houston dinner (l-r) are E. Beauveld, T. T. Waleski, J. Kelly, SIU rep. Bill Doak, Red Yeager, C. Zubovich, Mrs. Zubovich, Red Akin.



Over 600 diners sampled the holiday fare at the turkey day gathering in the New York hall. The staff here and in other ports really turned to on providing the traditional menu and all the trimmings for the Thanksgiving diners.



A big SIU family made the dinner at Houston, as the wife and seven children of Seafarer William Schaffer gathered 'round the table. Mrs. Ray Queen and her son are at rear, center.

Cara Sea Pays A Call To Baltimore



All's well on the *Cara Sea*, in Baltimore, (above, l-r), as Seafarers W. Taylor, J. Berezky and C. Ellen, enjoy some chow and conversation. Right, gangway watchman E. Broadus (center) welcomes A. Severe and T. Frazier aboard.



THE CANADIAN SEAFARER



Courts Reject Ban On Runaway Pickets

MONTREAL—Shipowner attempts to force a halt to picketing by unemployed Canadian seamen against the runaway-flag *Wheat King* have been rebuffed in court again. A motorship owned by Island Shipping of Bermuda, the vessel was originally manned by SIU of Canada seamen.

Crewmembers were locked out this fall after they protested substandard conditions. The company, a subsidiary of the Canadian and American-owned Norris Grain Company, then hired non-union aliens and shipjumpers to man the vessel.

It has since been picketed by unemployed seamen at several Great Lakes ports in Canada and the US.

In November, the *Wheat King* docked at Halifax, NS, and was again met by pickets who tied up the vessel. The company secured

a temporary injunction against the pickets, and the *Wheat King* sailed partially loaded.

However, a court hearing in Halifax ended with a ruling against continuation of the temporary restraining order. It is expected that Canadian seamen will be able to picket the vessel if it reaches Halifax again.

A picketline also met the ship at Three Rivers, Quebec, after it left Halifax, and the operators again tried to secure a court order against picketing. The judge, however, granted only a temporary injunction with notice being provided to the pickets. Later, when representatives of unemployed Canadian seamen testified at a hearing, the Three Rivers court also refused to issue a permanent restraining order.

The picketing delayed the *Wheat King* at Three Rivers for more than a week, and the vessel sailed only when its non-union crew did the work of longshoremen who had honored the picketline.

Canadian seamen are pledged to continue action against the *Wheat King* and other runaway-flag ships throughout Canada as part of a broad drive to protest cut-rate operations.

Laud SIU Blacklist Fight

Commending the SIU's long fight to insure freedom of the seas, the American Trade Union Council of the National Committee for Labor Israel (Histadrut) has urged the US and the United Nations to renew efforts to have the Suez Canal opened to all shipping.

The council charged that the United Arab Republic, in continuing to ban Israeli shipping from the canal and blacklisting ships of other nations which trade with Israel, was violating traditional maritime law and "its own solemn commitments" to the principle of freedom of navigation. "Discrimination against the shipping rights of any nation is a threat to the freedom of the seas

for everyone, everywhere," it declared.

A resolution adopted by the council commended the "unequivocal stand of American maritime workers" in seeking to maintain freedom of navigation for all shipping through the Suez.

The SIU's fight to protect the jobs and rights of American seamen were brought to the fore in

April, 1960, when Seafarers and members of the International Longshoremen's Association picketed the Egyptian-flag SS *Cleopatra* in New York Harbor. The unions protested mistreatment of seamen and loss of job opportunities due to the UAR blacklist.

An earlier blow for freedom of navigation was struck by an SIU ship in April, 1957, shortly after the Suez War, when the SIU-manned *Kern Hills* pulled into Elath, Israel, at the head of the Gulf of Aqaba. The tanker was the first ocean-going vessel to pass into the Gulf to deliver cargo to Israel.

Imposition of the blacklist against the *Kern Hills* led to a renaming of the vessel and touched off a series of incidents as additional US vessels and ships of other flags were barred from Suez for doing business with Israel. The *Cleopatra* action followed last year and continued until the State Department pledged to seek an end to blacklisting.

Book Review:

Furuseth Role Highlight Of New Sea Book

A two-chapter portrait of Andrew Furuseth, one of the pioneers of the maritime labor movement, highlights "Shanghaiing Days," a new book by author-lecturer Richard H. Dillon of San Francisco.

The 350-page volume should provide some exciting, interesting and informative reading for Seafarers interested in what things were like when ships were run under sail, with a belaying pin and a cat-o-nine tails as auxiliary power. Steam was just beginning to boil over onto the sea lanes at the time.

Dillon paints a grim picture of the American merchant marine in the last quarter of the nineteenth century. Seamen were exploited in wholesale fashion and whole crews jumped ship when a vessel hit port to avoid further brutalities. The book includes a detailed description of shanghaiing methods used to pad out short crews.

The author also writes of the men who attempted to defend seamen when everyone else had forgotten. Here, Furuseth's life and work are dealt with in some detail and for those interested in the birth of maritime unionism these chapters are invaluable. The publisher is Coward-McCann of New York.

Lake Ship Aid Stalled

OTTAWA—No reply by Great Britain is reported to Canada's notification of plans to limit domestic shipping on the Great Lakes to Canadian-flag vessels.

At the time of the original announcement in May, the move was halted by the SIU of Canada and the SIUNA as a much-needed step to aid the hard-hit Canadian-flag industry. Canada acted under provisions of the British Commonwealth merchant shipping agreement.

Unless there is unanimous approval on the part of the 11 signatories of the Commonwealth agreement, Canada will be forced to go along with the clause which requires a year's notice to be given before any change can be made. At the present time, approval doesn't seem to be forthcoming.

Canadian government spokesmen note that an amendment to the Canada Shipping Act will also have to be made, with the result that the restriction move would be delayed still further.

The ban, affecting transport along the inland route, will apply to ports within the Great Lakes and along the St. Lawrence. It would be similar in nature to US rules restricting its domestic trades to US-flag vessels. By limiting this trade only to Canada-flag ships, the move is expected to substantially increase job opportunities for Canadian seamen.

Canadian Seafarers, members of the SIU of Canada, are a vital element in the maritime picture generally and in the SIU family of unions. They man ships under the Canadian flag across-the-board—deep sea off the Atlantic Coast, on the Great Lakes and the Seaway. The Canadian SIU also represents large groups of Canadian tugboatmen, dredgemen and allied crafts. The Canadian District works closely with the other SIU unions throughout North America and the mutual relationship has been of great advantage to all SIU members.

SIU 'Polices' Police Boat

VANCOUVER — Seafarers in this West Coast port have volunteered their services in maintaining an historic vessel in the Vancouver Maritime Museum.

The SIU has pledged to take care of the maintenance and general upkeep of the Royal Canadian Mounted Police vessel *St. Roch*. Donated to the Vancouver museum by the Mounties, the vessel was the first to circumnavigate North America and was the first to run between Halifax and Vancouver through the Northwest Passage.

The ship had been allowed to deteriorate lately, but the SIU membership here intends to change this situation. Canadian seafarers pledged to get the vessel in topnotch shape by rerigging, repainting and overhauling her gear and equipment. The volunteer effort amounts to some two thousand man-hours of work.

It has been suggested that business firms in the city donate material and finance the cost of structural repairs to the vessel.

SIU Canadian District Halls

- FORT WILLIAM, Ontario.....406 Simpson St. 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 LAfontaine 3-1509
- THOROLD, Ontario.....52 St. David St. Canal 7-5212
- TORONTO, Ontario.....272 King St. E. Empire 4-5719
- VANCOUVER, BC.....298 Main St.
- ST. JOHN, N.S.....177 Prince William St. OX 2-5431

SIU SAFETY DEPARTMENT

Joe Aigina, Safety Director



Progress Can Be Made On Safety

There was a time when a man who'd talk safety would be classed as a "beefier" or troublemaker among the crew. He's reckoned as an asset today when he makes a suggestion, either good or bad. He's thinking about safety and that's really half the battle.

There was a question on some of the container ships, for example. A turnbuckle device was being used to secure the crane and make it fast, but the crew had only a small place to stand on in order to get it done. Working on one leg without a proper platform, a couple of men had taken bad spills trying to do this job. It's a six to eight foot fall down to a hard deck.

Needless to say, this kind of accident is avoidable when there's a proper, railed platform to work from. It took a while to get this done, but that's what we have now. A fixed platform and a 42-inch-high railing is being tried out on these ships and we haven't heard about an accident since then. No complaints either.

On another type of vessel, with containers as deck cargo, a narrow space between the stack of containers and the bulkhead was mostly taken up by a large vent. The men had to crawl under the overhanging vent in order to go forward and usually got a bump on the head while they were at it. This kind of boobytrap had to go, providing we didn't cut down on the ship's payload at the same time. The solution was to cut down the size of the vent so that everybody could walk around right side up without getting bruised.

All the suggestions and recommendations regarding shipboard conditions don't require the same kind of effort. Very often, an extra coat of non-skid paint, a brighter light bulb in a dark corner or just careful housekeeping make the difference. Plain common sense is important too.

Over the years, it's been the responsibility of SIU operators to maintain their vessels in a safe working condition within reasonable, recognized standards. In the same way, the Union has had the responsibility of indoctrinating Seafarers in safe working practices and to seek their full cooperation in the aims of our joint program with the shipowners.

At this point, five years since the program began, we can't say we've eliminated shipboard accidents period. We never expected we or anyone else could do that. We'll always have accidents to contend with. The unpredictable is what makes an accident, whether it affects sailors aboard ship or the man who slips and falls in his bathtub at home. What we have done through the joint program is spotlight the causes of accidents, bring them out in the open and cut down on hazards wherever possible.

The program hasn't been used to whip anybody or try to take away anyone's livelihood just because he might have an accident. The emphasis continues to be on prevention through education and regular training. In all, the companies, the Union and Seafarers aboard ship have something worthwhile going and conditions throughout the SIU fleet bear this out. There's still plenty to be done, but at least today we feel we're on the way to doing something, instead of just talking about it.

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

'Now Is The Time For All Good Men...'



A strong American merchant marine, capable of fulfilling its role as an integral part of the total US transportation industry, and as an instrument of national policy, is an absolute necessity. Certainly no one with the interests of this nation at heart could question the validity of this statement.

Yet today the US-flag fleet has been allowed to dwindle to a point described by maritime observers as constituting "a national disaster." At the end of World War II, the number of our merchant ships—and our capacity to build them—was greater than in all the rest of the world combined. Now we rank fourth as a maritime nation, behind Great Britain, Norway and Liberia. In shipbuilding, we rank tenth among the nations of the world.

Our ships carry only a tiny fraction of the imported commodities essential to our prosperity and national defense and perhaps ten percent of our total foreign commerce. US-flag vessels handle only about 20 percent of our outbound foreign aid cargo, and this despite a Cargo Preference Act requiring at least half these cargoes to be carried in American bottoms.

Throughout the period since the war, a number of Government agencies have pursued policies largely responsible for the deterioration of our fleet, beginning with the approval of wholesale ship transfers to runaway registries and other flags. We need only cite the failure to enforce the Cargo Preference Act, the acceptance of the unrealistic "effective control" theory advanced by the Defense Department and the State and Agriculture Departments' overseas arrangements which sacrifice the US merchant marine as a matter of diplomatic expediency.

Nor has the political complexion of the Administration in Washington ever significantly altered the general course of Government policy with respect to the merchant fleet.

Consequently, those concerned with maritime were heartened by the ray of hope implicit in the new Administration's recogni-

tion of the industry's problems. At the recent Maritime Trades Department convention, Government spokesmen acknowledged the need for an adequate US-flag fleet and the fact that we should not depend, in these times at least, even upon our allies to serve this nation's maritime transport needs.

Still, as the MTD's officers pointed out, the industry can judge the Administration's intentions only by its performance to date. While we have had the Administration's professions of concern about maritime and US dependence on the merchant fleet for reasons of security and the national economy, these statements do not square with the record.

Right now, instead of aiding the industry, the Commerce Department, which has critical influence over its future course, has been guilty of policies further endangering US maritime development.

If the Administration sincerely desires to insure a merchant fleet that can meet the nation's needs—and we believe it has a responsibility to do so—this is a time for action.

MSTS—A Hot Issue

The completion of the Military Sea Transportation Service's 12th year of operation finds it becoming a hot issue due to a number of its practices and policies. As an agency engaged in the transport of troops, the MSTS can perform a useful function.

Over the years, however, the agency has become increasingly involved in other areas that affect the over-all stability and welfare of the privately-owned merchant marine. More and more, MSTS has been stifling and competing directly with private shipping, contrary to the principle of free enterprise.

One of the big question marks about MSTS also arises out of the fact that it's involved in awarding cargoes and that it often serves as a stepping stone to top management jobs right in the industry. Perhaps now is the occasion for a good hard look into the operations of this agency.

SIU Legislative Department



MARITIME STATISTICS. MA has announced that as of November 1, 1961, there were 928 vessels of 1,000 gross tons and over in the active oceangoing US merchant fleet. This is 23 more than the number active a month earlier. There were 32 Government-owned and 894 privately-owned ships in active service. Figures also showed an increase of 24 active vessels and a decrease of 27 inactive vessels in the privately-owned fleet. One freighter, Meteor, and a tanker, Little John were transferred back to US from foreign flag. Five freighters, the Valiant Faith, Hawaiian Logger, Gulfwater, Eldermere and Sea Mist, were sold foreign. The total privately-owned fleet decreased by 3 to 977. Of 83 privately-owned inactive vessels, one combination ship, 8 freighters, and 4 tankers were undergoing repair, conversion or reactivation. The total of large merchant ships on order or under construction in US shipyards decreased by 5 to 74.

§ § §

SUBSIDY. Judge Alexander Holtzoff of the US District Court for the District of Columbia has ruled that a finding of the Maritime Subsidy Board that no affiliation exists between a domestic steamship operator and Waterman Steamship Corporation, the latter an applicant for operating-differential subsidy, is not subject to an administrative hearing but is a question which the Court will review on trial. The Judge said that on reaching a determination on domestic affiliation, the Maritime Subsidy Board may not transcend the limitations of the statute. In order to reach such a determination, Judge Holtzoff stated, the Court has the duty of reviewing questions of fact. The case stems from an action brought by Bull seeking to enjoin the execution of an operating-differential subsidy contract between Waterman and the Maritime Administration, and to enjoin Waterman from taking steps to eliminate all relationship between itself and domestic carriers which operate in competition with Bull.

§ § §

RESEARCH AND DEVELOPMENT. MA has announced the completion of fuel loading on the NS Savannah. A core of uranium-bearing fuel elements containing enough latent energy to power the world's first nuclear cargo-passenger ship for 3½ years without refueling was assembled inside the vessel's reactor. The reactor will be put through zero and low power tests and will be brought to 10 percent of power at Camden, New Jersey. Reports on operations will then be filed with and reviewed by the AEC. The Savannah will then be moved to Yorktown, Virginia, under auxiliary steam for full power reactor operation and for initial sea trials. Upon successful completion of these trials the ship will be delivered to the Government.

§ § §

INTERSTATE COMMERCE COMMISSION. The Luckenbach Steamship Company has told the ICC that the ship line was denied a fair hearing in a case involving a transcontinental canned goods rail rate reduction, which the water carrier claims contributed to its demise from the intercoastal trade. Luckenbach asserts that the rail rate reduction, effected in 1958, was an unlawful attempt by allegedly colluding Eastern and Western railroads to drive it out of business. The railroads claim that the reduction was brought about at the insistence of West Coast carriers. Luckenbach has taken issue with the examiner's report, arguing that although the ICC granted it a "discovery" order, the right to examine the railroad's books and records for possible incriminating evidence, the grant was too late and the evidence too little. Luckenbach accused the examiner of being "unsophisticated" by "buying the railroad witnesses' euphemisms 100 per cent." The company asked the ICC to overrule the examiner and restore the balance of interests between transcontinental railroads and intercoastal water carriers.

§ § §

NATIONAL LABOR RELATIONS BOARD. During October the NLRB issued decisions in more contested unfair labor practice cases than in any other month of its 26-year history. Eighty-two cases involving disputes over the facts or the application of the law went to decisions by the five-member board, or by three-man panels of the board. As of November 1, 402 unfair practice cases in both the contested and stipulated classifications were awaiting the board's decision in various stages of consideration. The Board has been able to reduce its backlog of representation election cases to 148 from a peak backlog of 695 on May 1. This has occurred as a result of the Board's delegation of decision-making powers to NLRB Regional Directors in certain cases. A year ago 90 days were required to proceed from the filing of an election case petition to issuance of a decision and direction of election. The average is now 44 days. . . . From July, 1960 to June 30, 1961, approximately 73 percent of all elections conducted by the NLRB were as a result of voluntary agreements between labor and management to proceed to an immediate election, without recourse to the intermediate steps of a hearing and formal decision. In fiscal year 1961 there were 6,613 elections conducted.

§ § §

LONGSHORE SAFETY. The Department of Labor has announced the amendment of safety and health regulations with a view to reducing hazards in the longshore industry. The amendments seek to strengthen testing requirements to insure adequate ventilation in the holds of vessels, revise specifications for testing special stevedore gear, and set up new requirements for guarding mechanically-powered vehicles aboard vessels, posting weights on cargo containers, and grounding portable blowers.

FOURTH MTD CONVENTION

The growth of the AFL-CIO Maritime Trades Department was physically apparent at the 4th biennial convention held December 4-6. Delegates representing 29 international unions and 32 maritime port councils throughout the United States, Puerto Rico and Canada came together to deal with issues affecting the welfare of workers in maritime and allied industries. Out of the convention—with top representatives of Government, industry and labor present—came a program designed to build a strong maritime industry and strengthen the job security of over 400,000 trade union workers whose livelihood depends on aggressive development of maritime. On these pages are photos of some of the 150 delegates and their invited guests from Government, industry and the AFL-CIO who addressed them.



ILA delegation (l-r) includes R. Williams, D Connors, R. Massey, T. Gleason, president W. Bradley.



Retail Clerks were on hand with union president James A. Suffridge (right) leading delegation.



Plumbers president P. Schoenmann, G. Watkins, Machinists, give committee reports. M. Brandenburg, Distillers, is hidden, right.



NY port council president A. Scotto and A. Anastasio, ILA, pair up here. L. Long, ILA, is partially hidden.



SIU of Canada president Hal C. Banks is in foreground; that's Bill Allen, Telegraphers, at far right.



MTD vice-president Jack McDonald, Steve Leslie, Richard Nolan, Jay Turner and Gene Reardon headed up delegation representing Operating Engineers.



Carpenters secretary R. Livingston presents union-made gavel to MTD president Hall. A. Young, Boilermakers, offers report.

Dele
of A
Imp
ican
phot
Pres
AFL
they

Top
Invo
show
poli
and
The
ernn
supp

Hea
try
righ
the
mar
the
take
the

Delegates heard representatives of AFL-CIO discuss matters of important concern to the American worker and his family. In photos at right are AFL-CIO President George Meany and AFL-CIO department heads as they addressed the convention.



AFL-CIO president George Meany discussed major issues facing the labor movement today. MTD meet preceded AFL-CIO sessions.



Building & Construction Trades president Neil Haggerty (left), Union Label Trades secretary Joseph Lewis offer fraternal greetings. Social Security director Nelson Cruikshank (right) reported on proposals.



Top Government representatives involved in maritime affairs, shown at right, explained the policies of their departments and the Administration itself. The convention called on Government for positive action in support of maritime.



At top, David Cole, former US Conciliation Service director, and Donald Geoffrion, Navy Department. Above, Hyman Bookbinder, Commerce Department; Donald Alexander, new Maritime Administrator.



US Secretary of Labor Arthur Goldberg reported on program of his department, discussed bargaining issues affecting maritime.

Heads of major maritime industry groups, in photos at the right, presented their views of the problems confronting the maritime industry. They cited the major steps which must be taken to expand the industry in the interests of all concerned.



Great Lakes operator Troy Browning, new president of the Propeller Club, urged more joint action in maritime.



Domestic and offshore shipping issues were cited by John Weller, president, Seatrain (left); Max Harrison, president, American Maritime Association; Ralph Casey, president, American Merchant Marine Institute.

Food Unions Launch New Dept.

BAL HARBOUR, Fla.—SIUNA representatives assisted in the launching of a brand-new AFL-CIO trade union organization here early this month. The occasion was the founding convention of the Food and Beverage Trades Department. Nine separate AFL-CIO affiliates, including the SIUNA, are charter members of the new department.

Patterned after other, long-established union groupings within the Federation, such as the Maritime Trades, Building Trades and Metal Trades, the Food and Beverage Trades Department represents some 800,000 workers engaged in the manufacture, processing, sale and distribution of food and beverage products.

Participation by the SIUNA covers the entire membership of its Pacific District affiliate, the Maritime Cooks & Stewards (MCS), as well as steward and culinary department members, fishermen and fish cannery workers on all coasts. Approximately a third of the SIUNA's 80,000-plus membership is involved. It is the only maritime union organization in the new group.

Established to coordinate activities of member international unions within the overall food industry, the department, in its constitution, lists the safeguarding and protection of consumer interests as one of its chief aims.

Harry R. Poole, executive vice-president of the Amalgamated Meat Cutters, was elected president of the department by the 53 delegates at the convention. Daniel E. Conway, president of the American Bakery & Confectionary Workers, was chosen secretary-treasurer.

The new AFL-CIO unit will function through local food and beverage union councils to be set up in major cities for the coordination of area-wide activities. Finances will be provided by a per capita arrangement calling for one cent per member per month to be paid by each affiliate for the por-

tion of its membership engaged in food and beverage trades. The local councils will pay yearly dues of \$25.

The department's vice-presidents and the unions they represent, in addition to Paul Hall and the SIUNA, are: Max Greenberg,

Retail, Wholesale & Department Store Workers; Russell Lasley, Packinghouse Workers; James A. Suffridge, Retail Clerks; Mort Brandenburg, Distillery Workers; Harold A. Schneider, Grain Millers, and Charles Paulsen, Hotel & Restaurant Workers.

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

By SIDNEY MARGOLIUS

Don't Be Fooled By Puffed-Up Claims

Some of the country's largest stores and manufacturers use exaggerated list prices to try to convince you that they are offering tremendous values when they sell below "list." Sometimes the cut prices do represent good values, but nothing like the savings claimed.

In reality, not many retailers charge full list price any more. The "list prices" do have some usefulness to us consumers in identifying models so we can compare actual prices in various stores. But you can get seriously fooled if you believe the list price is the actual going price. There even are some instances in which manufacturers deliberately set their list prices higher than normal, so that all retailers—even the most expensive one—can claim to offer you a cut price.

This practice is notorious in the watch, jewelry and luggage businesses, and also frequently occurs in the sale of mattresses, electric broilers, rotisseries and percolators.

One of the most revealing recent Federal Trade Commission hearings examined claims made by the S. Klein discount department stores in the New York-New Jersey area.

Klein's had advertised "aluminum and frosted glass tub enclosures" for \$39.95 plus \$10 for installation, and claimed they were "\$89.95 value." But other dealers testified that the bathtub enclosures usually sold for \$60 to \$70 including installation. Thus Klein's price of about \$50 with installation was good value, offering a legitimate saving of \$10-\$20, but nothing like the claimed \$40 saving.

We have no wish to pick on Klein's, which has many good values. But additional information developed at other hearings can be useful to you in knowing how to evaluate sale ads. In another case, Klein's advertised 15-cup percolators and electric skillets at \$8 and claimed they had "list prices" of \$25 and \$20 respectively. But testimony indicated that the two appliances often were sold by other discount chains like Korvette, Master's and Davega, for \$8 to \$12. In this case it was the manufacturer—Merit Enterprises—who claimed the percolator had a \$25 list price. Although Klein's sale price again was a good value, the list price was wildly exaggerated, with both the manufacturer and the store responsible.

One of the most exaggerated instances of pre-ticketed prices involved Rayex sunglasses. This manufacturer pre-ticketed its sunglasses with a \$4.95 price. But a wholesaler testified that he bought the sunglasses from Rayex for 75 cents, resold them to retailers for \$1.20 and retailers generally sold them to the public for about \$2.50. Thus even at the so-called "reduced" prices these glasses obviously were overpriced.

In other recent cases, the manufacturers of Leeds luggage and bowling bags, Waltham and Helbros watches, and Son-Chief appliances were charged with supplying retailers with exaggerated price tickets and/or printed material. Even when a retailer shows you a manufacturer's price list or catalog to support his claim that he is giving you a bargain, you can't take the printed list for granted. A New Jersey jeweler testified that Helbros watches tagged \$62.50 actually cost him \$17.50 and were resold by him for \$35.

Only house-to-house canvassers and credit jewelers testified that they actually sold these watches for the full "list price." This itself should prove to families who buy from such canvassers and credit stores how much extra they pay.

One of the most exaggerated instances of pre-ticketed prices involved conspiracy between the Korvette discount chain and several famous men's shops in Beverly Hills and Palm Springs, California, and ten clothing manufacturers. The FTC found that Korvette made agreements with these men's shops to buy a small quantity of clothing from them and also to buy other clothing right from the manufacturers with the labels of the California stores attached to the garments.

Korvette then advertised it was offering merchandise which had been stocked by these well-known men's shops, at reductions from their prices. The FTC charged that the "original prices" advertised by Korvette were fictitious since the California men's shop which permitted the use of their labels never did stock or offer these garments for sale.

Right now a hot area of exaggerated list prices is cameras and photo equipment. The Federal Trade Commission is investigating retailers' "list-price" claims for movie and other cameras.

You can learn three money-saving shopping principles from these cases:

- (1) Some "list prices," as shown in the example of the watches, are deliberately inflated to permit very high-cost sellers like canvassers to get high markups, and these "pre-ticketed" and "catalog" prices are especially dangerous.
- (2) Other list prices, while not deliberately inflated, nevertheless do not represent actual going prices, since most stores nowadays sell below the list.
- (3) The only real protection you have is to compare prices among several retailers, since prices vary even among low-cost sellers, as observed in the case of the luggage, percolators and broilers. Too, even when a store exaggerates the list price, it may still be offering you a good value, as in the case of the bathtub enclosures.



THE SIU INDUSTRIAL WORKER

UIW Shop Produces For Defense



One of almost 100 UIW members at Schaevitz Engineering, Camden, N.J., which turns out parts used by America's missile men, wireman Florence Benedict is pictured soldering a connection for an accelerator. The pressure this machine generates tests parts which must hold up during rocket launchings and are very complex to handle.

New Oil Contract Fuels UIW Shop, Member Gains

Over 1,300 members have been added to the United Industrial Workers during the past year, contributing added strength to the SIU. Aggressive organizing campaigns by the UIW in the Atlantic and

Gulf areas have brought the benefits of union representation to employees of more than two dozen companies which a year ago were non-union.

The membership increases were across the board, covering all areas where the union has been active in unorganized shops.

A key sector of the UIW organizing campaign, the Staten Island oil distribution industry, was the scene of a significant victory in November.

The UIW and the Staten Island Petroleum Company (Sipco), largest fuel distributor in New York's borough of Richmond, signed a first contract which brings the best working conditions and wages in the industry to employees. The pact is the first signed by a bona fide labor union with any oil company on the island and is expected to set the pattern.

A second victory on Staten Island, scored when employees of Richmond Burner Co. voted for UIW representation earlier this fall, was clinched last month when the National Labor Relations Board certified the UIW as bargaining agent for Richmond Burner employees.

Moving ahead on another front in the battle to organize Staten Island oil companies, UIW representatives attended NLRB hearings in New York investigating Union charges that two companies,

Fiore Bros. and Salmirs Oil, conspired with "independent" Amalgamated Local 355 to block the legitimate desires of employees to join the UIW.

Local 355, expelled from the AFL-CIO for signing backdoor sweetheart agreements with employers, has suffered several defeats at the hands of the SIU, including Sipco and Jay Kay Metals in Long Island City, N.Y. Jay Kay's 600 workers joined the UIW last year after a long campaign which involved ousting Local 355 from the shop.

Yard Pact Tops Gulf

HOUSTON — United Industrial Worker members employed by Southern Rigging Co. here have won one of the highest wage scales in the Gulf Coast area under the contract signed for the first time by the UIW and the company.

The ship rigging firm employs 17 persons who service ships in Houston and other Gulf ports. The agreement will run for two years retroactive to July 31, 1961 and provides that either side may reopen on wages after the first year.

UIW members at Southern Rigging won full welfare and pension plan protection, plus unequaled overtime rates in the new contract. Double time will be paid for all work over eight hours a day and all holiday work.

The pact also provides for hourly wages to be paid while employees are traveling, from one port to the other plus a subsistence rate for food and meals for employees working outside of Houston. Under the new UIW agreement Southern Rigging workers will be among the most secure and best-paid workers in the whole Gulf area.



CS Norfolk Lauded For Rescue Aid

The SIU-manned supertanker Cities Service Norfolk has received a "Well Done" commendation from the US Coast Guard for its support in the rescue of the crew of the Hess Mariner which sank in October off the Florida coast.

Together with other ships in the area, the Norfolk stood by to assist while another tanker closer to the Hess Mariner steamed to the sinking vessel and picked up all survivors. Although one man was hurt, no one was killed in the accident.

The rescue operation was coordinated by the Coast Guard's AMVER (Atlantic Merchant Vessel Report) system.

The 10,500-ton Hess Mariner had an engine room explosion on its passage from Houston to Boston. Crewmembers were picked up by the Texaco Nevada and the injured man was treated by a doctor from the SS Brazil which had also turned to and assisted in the rescue.

In a commendation directed to all the vessels which participated in the rescue, the Coast Guard said in part: "The backup support by . . . Cities Service Norfolk, while perhaps not causing news headlines, was nevertheless an important factor, in keeping with sound damage control procedure. Such teamwork is extremely gratifying. 'Well Done' to all concerned."

**THE FISHERMAN
and
CANNERY WORKER**

**Seine Fishing Booms
Pacific Tuna Fleet**

SAN DIEGO—Lightweight nylon nets, a mechanical device called a "power block" for hauling nets aboard ship, and airplanes for finding fish have caused a complete revolution in the San Diego tuna fleet.

Traditionally, bait, hooks and poles were used to catch tuna in Eastern Pacific waters. But in recent years the fleet had run onto economic shoals as lower-cost foreign fish undersold the local product. Clippers often lay idle at the dock for weeks at a time, with fish in their holds, due to the overloaded market.

Idleness of the boats was shared by their unionized crews from the SIUNA-affiliated Cannery Workers and Fishermen's Union. Many men left the boats to seek employment ashore. Then came two simultaneous developments which salvaged the fleet from what seemed to be possible disaster.

First was development of extra-tough, light-weight nylon seine nets. Second was introduction of the power block, a roller with a self-contained and completely enclosed hydraulic motor. Block and motor are fitted at the end of a vessel's boom.

This meant that a huge seine could be brought aboard through the block mechanically, saving a vast amount of manual labor and enabling a ship to make many more sets than were previously possible. Boat owners realized that these changes enabled them to go in for the seine method of catching tuna—a method which seemed to offer good possibilities but which was economically unfeasible for big vessels heretofore.

First to try it was Capt. Lou Brito with his clipper Southern Pacific in 1958. The union-manned Southern Pacific went out and caught 220 tons of fish in 21 days.

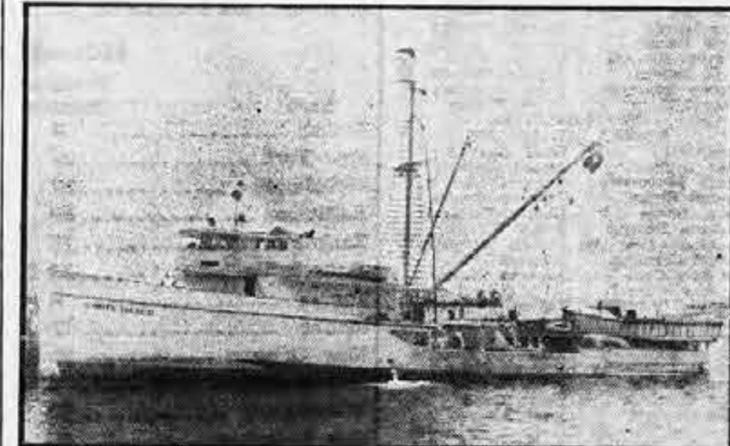
This sparked a boom in conversions. Clippers went into the shipyards as fast as the yards could take them. It meant a big gamble by owners, for each conversion cost from \$100,000 up. The huge seines alone cost upwards of \$35,000 and can cover an entire city block.

But the gamble has paid off. The seiners have caught more fish in shorter trips, which means that income has gone up for both owners and crews. Diversion of some Japanese tuna production to new European and Japanese markets has helped to some extent, too.

In addition, the new fortunes of the tuna fleet have been helped by scouting planes working out of bases on the West Coast of Central America. These spotting planes help to find fish, saving many hours of scouting by the tuna boats. One plane will work for a group of vessels, which share the cost of hiring it.

Seining has also done away with the time-consuming and expensive chore of hunting and netting live bait, a prerequisite for a tuna trip when the boats fished with hooks and poles.

Les Balingier, secretary-treasurer of the Cannery Workers and Fishermen's Union, says the union now has 38 seiners under contract and ten of the older style bait boats. About 1,100 union fishermen are employed at the present time.



Converted for seine fishing, the Conte Bianco, a former baitboat in the San Diego tuna fleet, has modern power block (at end of boom) and big seine skiff on her stern.

Atlantic Mate



In the wheelhouse of the Atlantic Fishermen's Union-contracted scalloper Sea King is mate Walter Jaggard, photographed at New York's Fulton fish market.

**Alaska Union
Shifts Halls**

SAN FRANCISCO—Sailors Union of the Pacific officials welcomed their fishermen brothers when offices of the Alaska Fishermen's Union, an SIUNA affiliate, moved into space at SUP halls here and in Seattle.

The fishermen voted to move after the old jointly-owned SUP-Alaska Fishermen's Union hall on Clay Street was sold to the San Francisco Redevelopment Agency. Union officials said the move would be both an organizational and financial aid for the two SIUNA affiliates.

**Cunard Hints Small Queen
Suitable For Panama Use**

LONDON—Cunard Steamship is now reported to be exploring the idea of replacing the Queen Mary with a smaller vessel that could be used for Pacific passenger service as well as the Atlantic trade.

Two months ago, the company turned down over \$50 million in British government aid and postponed building a new superliner to replace the aging Queen Mary. In passing up the unprecedented government subsidy, Cunard said it faced heavy losses on the Atlantic liner service and was reassessing the future of such operations.

Possible construction of a smaller "Queen" suitable for two-ocean service via the Panama Canal is hinted by the presence of a company representative in Panama investigating the size of ships able to navigate the waterway.

Extension of Cunard service to the Pacific is given additional weight by reports that the company plans a merger with P&O Orient Lines, a leading British shipping company now operating in the area.

At the time Cunard announced postponement of plans to build a new superliner, it also denied holding any merger talks with P&O, citing the dissimilar trading inter-

ests of the two concerns. The rumors of a corporate marriage have continued, however, and now, with a possible extension of Cunard service into the Pacific, are being circulated again.

Meanwhile, Cunard's attempt to cash in on the increasingly-profitable trans-Atlantic air service by launching Cunard-Eagle Airways has met a setback. Air travel is a prime cause of the decline in the Atlantic passenger liner trade.

When Cunard first received permission to begin this service next May, the decision by the British Air Transport Licensing Board was appealed by British Overseas Airways on the ground that the competition would be injurious to BOAC and could cause the company to default on payments for new jetliners it had ordered.

The BOAC appeal was upheld by the Minister of Aviation and Cunard-Eagle Airways will not be able to fly a North Atlantic route. Cunard has not indicated what it plans to do with the two jets already on order.

**SIU FOOD and
SHIP SANITATION
DEPARTMENT**



Cliff Wilson, Food and Ship Sanitation Director

Spices Can Be Useful 'Food Magic'

An important part of any well-stocked galley aboard ship is the spice shelf. Often, just a pinch of "something" from one of the containers on the spice shelf makes a meal a true culinary delight. There is no mystery or secret in using spices. By keeping some simple facts in mind, in time every cook can make spices work for him and make meals livelier.

The word "spice" covers a multitude of dry, natural seasonings that are the main flavorings used in cooking. Five different types of seasonings are included. These are spices, seeds, herbs, vegetable seasonings and blends.

Spices are the part of plants that usually grow in the tropics. Seeds are actually seeds or fruits of plants that grow either in tropical or temperate zones. Herbs are always the leaves of temperate zone plants. Vegetable seasonings are usually dehydrated, ground vegetables. Blends are a mixture of various spices, seeds, herbs and vegetable seasonings used according to some time-honored formula. The manner in which these different items are used generally determines both the taste and the color of a dish.

While spices are primarily used to impart flavor to foods, some also add color to the dishes being prepared. This extra factor can be used to help dress up a meal. The flavor that is transferred to foods naturally depends on the spice being used. Only certain spices, such as curry or cayenne (curry is a blend, cayenne is a spice), actually are "hot." Many other subtle and distinctive flavors can be added depending on the spices used. Barbecue spice (blend) has a piquant flavor with "smoke" overtones; savory (herb) has a distinctive pleasant and mild flavor, while fennel (seed) has a sweet licorice flavor.

When a cook first starts out using spices, there may be a tendency to use too much. This is based on the belief that the flavor will be enhanced in direct proportion to the amount used. Actually the desired flavor-tone comes about through delicate and restrained use of spices and by letting one spice tone predominate. The best way to gain a spice-touch is by becoming familiar with the different shades of the spices.

By dissolving some spice in water for ten minutes and then tasting it, you can get some idea of its flavor. Sniffing the aroma and then comparing this with the taste the spice gives when used in a recipe also helps. It's all a matter of trial and error; however, the "experiment" should be tried out prior to the actual meal. Too much spice or too little can make the taste just as awful as if none at all were used.

Spices, herbs and seeds come in two forms, whole or ground; vegetable seasonings come either in flake or powder form; blends are always in powder form. One variety or another of all spices, herbs and seeds can be added to soups, vegetables, meats, sauces, poultry and fish. The number that can be used with appetizers, salads, dressings, eggs, cheeses, desserts and baked goods is more limited. Blends and vegetable seasonings are generally used for specific dishes.

Although it's not a spice, Monosodium Glutamate is also included on shipboard spice shelves. This is a chemical that has no taste of its own but enhances the flavor of other foods and spices. Spice shelves also include fruit flavor extracts which are used in cakes, desserts and beverages. Each extract has a specific taste and is used to improve the flavoring of fruit dishes.

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

FOUR MISHAPS—NO INJURIES

Three unrelated mishaps and one safe return marked SIU shipping during recent weeks, all with no injuries reported. The Miami (Cities Service), Jean (Bull), Fanwood (Sea-Land) and the Venore (Ore) each made the news on their own.

Empty at the time, the supertanker Miami collided with the Liberian ore carrier Melvin H. Baker in fog on the Delaware River and is now back in service after replacing damaged plates in a Mobile shipyard. Company spokesman reported damage to both ships was slight. There were no injuries to either crew.

Trouble broke out on the Jean when cargo came loose in the North Atlantic's heavy seas. The ship was on MSTs charter, carrying army cargo from New York to La Pallice, France, when the accident occurred. Manhole covers were ripped off main fuel tanks and some damage was reported to the number three hatch. The ship came in to St. Johns, Newfoundland, for repairs and is already back in service.

occurred aboard the Fanwood while crossing a Columbia river bar. Due to a heavy roll, chains holding a deck load of plywood snapped and forced the vessel to return to Astoria, Oregon, to right the ramshackle load. When everything was squared away, the Fanwood left again for San Juan, Puerto Rico.

Venore Returns Home
In separate action, following an earlier report in the SEAFARER'S LOG, the Venore returned home to Baltimore with a full SIU crew still aboard after 17 days at sea without any power of its own. The ship was enroute to New Orleans to pick up a cargo of grain when the propeller "made a big noise and was gone."

The vessel was returning from Spain and was about 600 miles east

of Bermuda when it happened November 6 in the course of Hurricane "Hattie." Crewmembers reported the most difficult time as the first 30 hours until the Coast Guard tug Absecon arrived on the scene and threw the disabled ship a line.

However, on the third day under tow, the Absecon had a minor explosion and lost its own fire room, which meant the loss of one engine. The crippled Absecon and the powerless Venore thereafter limped along toward Bermuda until met by a commercial tug 300 miles off the coast of Bermuda. After the rendezvous, the Venore was towed into Bermuda for refueling and then to Baltimore for repairs, arriving a week later. All hands remained aboard throughout the incident.

Another case of shifting cargo

South American Visitors



A delegation of trade unionists from Ecuador visited SIU headquarters on Pearl Harbor Day, December 7. Fittingly enough, the photographer snapped them in front of the memorial plaque listing Seafarers lost in World War II. The visitors are in the US on a labor study mission.

Clinic, Surgeons Team To Save Seafarer's Son

NEW ORLEANS—Thanks to the alert attention of the Seafarers Welfare Plan Medical Department and the skill of Tulane University Medical School surgeons, young Michael Crawford is looking forward

to playing football next season instead of the dim prospect of a life of semi-invalidism, or worse.

The 14-year-old son of Seafarer James P. Crawford is recuperating at his Violet, La., home following a delicate open-heart operation performed here last month at Touros Infirmary.

"This probably was the most dramatic case we have had at the Seafarers Clinic in New Orleans," Dr. A. N. Houston, SIU medical director here, stated.

Mike was brought to the SIU clinic for an initial examination early in October. He had been turned down in a physical check-up of candidates for his school football team because of a heart murmur. He also had a history of "blacking out" on occasions, which were increasing in frequency.

Convinced of the seriousness of the youngster's condition after a preliminary examination, SIU clinic medics referred him to one of the consulting specialists associated with the SIU program for further diagnosis. The need for an operation was confirmed and Michael's mother chose the Tulane doctors to perform the complicated surgery.

The operation was performed by a five-man team of surgeons "under total cardiopulmonary bypass with moderate hypothermia." In laymen's language, this means Mike's heart was completely closed off for 53 minutes. During this time, blood was circulated through his body by a mechanical heart and his body temperature was reduced to 88 degrees to minimize the danger of hazardous physical chemical reactions.

In addition, 14 pints of blood, drawn from this port's blood bank, were used during the operation, which corrected a congenital deficiency of one of the main heart valves.

"Young Mike was a brave and

model patient and contributed a great deal on his own part to his recovery," Dr. Houston said. The entire cost of the operation was paid for by the SIU Welfare Plan. James Crawford has been a member of the SIU since 1941, joining in Mobile. He ships as a bosun and was last on the Del Sud (Mississippi).

John Driscoll's Long TB Fight Comes To End

Seafarer John Driscoll died last month at his Brooklyn home at the age of 52.

For Driscoll, it meant the end of a long struggle with tuberculosis, a disease which had kept him hospitalized for fully 12 years until last August 11.

Since 1949, when he was taken off a tanker, the Cabins, in Panama, Driscoll had battled TB

with all the tools doctors could find—surgery, drugs, special treatments, even forcing lucite balls ("a little bigger than a ping pong ball") into his rib cage.

By the time he was released last summer from the Veterans Administration's West Haven, Conn., hospital, surgery had made it impossible for Driscoll to return to sea.

There was no SIU Welfare Plan at all in 1949 when Driscoll was drydocked but, when the Plan went into effect, he and other long-term patients were retroactively covered. As a result, he received SIU benefits totalling \$10,446. Driscoll had been an SIU member sailing in the engine department since 1947.

During his long period of hospitalization, including ten years at the now-closed Manhattan Beach USPHS facility, Driscoll helped publish a newspaper for the patients, "The Porthole," and served for years as hospital delegate. He is survived by his wife, Mary.



Driscoll

SIU SOCIAL SECURITY BULLETIN BOARD

SEAFARERS IN DRYDOCK

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

- USPHS HOSPITAL BALTIMORE, MARYLAND**
Frank Banc, Charles Noble
Michael Berrans, Enos Oit
Arthur Botelko, Truman Patriquin
Arthur Brown, Emmet Phelan
Kenneth Brown, Voldegar
G. Busciglio, Gordon Price
Dan Cherry, Jr., Thomas Riley
Roscoe Conklin, Harold Rivers
Henry Davis, Jr., Harry Rost
Edward Denchy, Herbert Shartzter
Louis Firtie, George Shifflett
Gorman Glaze, Edgar Smith
James Helgoth, Wm. Strickland
W. Holbrook, Jr., Joseph Stuntebeck
Paul Huggins, Samuel Tate
Charles Kellogg, Lawrence Tryon
Leon Lowe, William Weiss
Oliver Myers, Martin Yager
- USPHS HOSPITAL SAVANNAH, GEORGIA**
Delaware Eldemire, Clarence Murray
Thomas Jones, H. White
- USPHS HOSPITAL GALVESTON, TEXAS**
F. A. Cuellar, Hans Peterson
G. A. J. Gedra, C. M. Parker
Walton Gidiam, Jessa W. Puckett
Burl Haire, S. M. Plash
H. F. Holmes, R. B. Pardo
C. L. Hippard, William M. Shaw
Emilio Lerma, A. G. Sigler
Pedro Moreno, Harold White
David McDuffie, Gerry W. Hurst
George Meltzer
- USPHS HOSPITAL NEW ORLEANS, LA.**
Robert P. Adams, Carl Koziol
Chalmers Anderson, Clyde Leggett
Antilla Arvo, Jennings Long
Paul Arthofer, A. Lykiardopoulos
Robert Bardot, Joseph McCabe
W. J. Barrilleaux, Adam McDiarmid
John Blasing, Jr., Frazier McQuagge
Earlie Braxwell, William Moise
Clifford Brewster, John T. Norton
Clyde Brown, Robert Oriel
Albert Canter, Peter Prestia
A. Caragiorigio, John Preston
John Chapman, Robert Ray
Adie Coleman, Albert Richoux
Thomas Dalley, Joseph Roy
Thomas Deale, Daniel Rucker
C. Denonden, Donald Sander
Joaquin S. Dimas, William Scarlett
Albert Doty, Harold Scott
G. Edmondson, Morris D. Seigel
Harry Emmett, T. Simmonds
James Finley, Murray Smith
William Fleming, Francis Sperry
Theodore Fortin, Ashton Stephens
Theodore Galloway, Joseph Taylor, Jr.
Giles Glendenning, Julius Thompson
Alphonse Gonzales, William Thornton
Dale Groves, Vincent Tividad
Carle Harris, Howie C. Torry
Andrew Howard, William Wade
C. F. Jeffers, Howard Waters
George Kasprzyk, Fritz Widgren
Edward Knapp, Joesia Wilson
- USPHS HOSPITAL STATEN ISLAND, NY**
Omar All, Cecil Hughes
Allie Androh, Rupert Jackson
Kurtis Binemanis, James P. Jones
Joseph Blake, Charles Kinnke
John Bloom, Charles Kirkland
Gorham Bowdre, Ralph Knowles
Fructuoso Camacho, Joseph LaPadula
Daniel Cerment, Michael Lubas
Ho Yee Choe, Herman Meyer
Thomas Connell, A. Mohamed
William Connolly, Robert Murdock
John Coughlin, John Pasko
George Crabtree, Donald Peterson
Sidney Day, Theodore Phillips
Napoleon Douglas, Eugene Plahn
Fred Fondia, John Murphy
John Garrison, Harry Price
Nick Gaylord, Isaac Romero
Styllanos Goumas, Herman Sampson
Hemsley Guinier, James Sherlock
Frank Hanacheck, Edward Sherris
Francis Hannaford, Edich Sommer
James Helms, Nick Taska
John Hoffman, John Williams
- USPHS HOSPITAL NORFOLK, VIRGINIA**
James Case, Jr., Frank McCloud
Myron Ganish, William Merrill
Joseph Howell, A. J. Murden
Fenton Kimball, Robert Singleton
- USPHS HOSPITAL SEATTLE, WASH.**
Louis Bernier, C. P. Thompson
John Eaton, Alfred Yarborough
Henry Keane
- USPHS HOSPITAL BRIGHTON, MASS.**
George Brazil, Chas. Robinson
William Dyer, John Santos
Ammon Page, Alfred Duggan
- MOUNT WILSON STATE HOSPITAL MOUNT WILSON, MD.**
George Lesnansky
- CULLEN STATE HOSPITAL CULLEN, MD.**
Alvino Terrazas
- CHARITY HOSPITAL NEW ORLEANS, LA.**
Carl E. Gibbs
- USPHS HOSPITAL FORT WORTH, TEXAS**
Benjamin Deibler, James Rist
Abe Gordon, David Sperry
Thomas Leahy, Bozo Zelencic
Max Olson
- USPHS HOSPITAL MEMPHIS, TENNESSEE**
Albert DeForest, George Graham
SAILORS' SNUG HARBOR STATEN ISLAND, NY
Alberto Gutierrez, Thomas Isakson
- VA HOSPITAL WEST HAVEN, CONN.**
James Gorman
- VA HOSPITAL KERRVILLE, TEXAS**
Willard T. Cahill
- VA HOSPITAL IOWA CITY, IOWA**
Eric L. Hoffman
- PINE CREST HAVEN COVINGTON, LA.**
Frank Martin
- US SOLDIERS HOME WASHINGTON, DC**
William Thomson
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
Stokes Ayers, Harry Lowther
Charles Bush, Phillip Mason
Wm. McIlveen, Chas. Neukirchner
Lucien Elle, Winford Powell
Harold Ferguson, Richard Ripley
L. Knickerbocker, William Williams
Charles Lane
- TAMPA GENERAL HOSPITAL TAMPA, FLORIDA**
Dennis H. Brazell

Physical Exams—All SIU Clinics
October, 1961

Port	Seamen	Wives	Children	TOTAL
Baltimore	106	10	6	122
Houston	113	8	0	121
Mobile	45	16	5	66
New Orleans	223	14	17	254
New York	395	13	21	429
TOTAL	882	61	49	992

SIU Blood Bank Inventory
November, 1961

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	0	5	0	5
New York	93	32	28	97
Philadelphia	38	50	4	84
Baltimore	39	12	8	43
Norfolk	16	0	0	16
Jacksonville	28	4	0	32
Tampa	0	2	0	2
Mobile	32	0	2	30
New Orleans	20	15	28	17
Houston	3½	5	5	3½
Wilmington	20	0	0	20
San Francisco	(7)*	0	7	(14)*
Seattle	15	0	0	15
TOTAL	297½	125	82	350½

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

To obtain SIU Blood Bank information or a donor card, contact any SIU hall. All emergency needs anywhere in the US can be serviced via local SIU banks or headquarters.

SIU Welfare, Vacation Plans
Cash Benefits Paid
October 16-November 15, 1961

	CLAIMS	AMOUNT PAID
Hospital Benefits (Welfare)....	10481	\$51,249.28
Death Benefits (Welfare).....	8	28,500.00
Disability Benefits (Welfare)..	217	32,400.00
Maternity Benefits (Welfare)..	56	11,200.00
Dependents Benefits (Welfare)..	198	52,854.80
Optical Benefits (Welfare)....	221	2,031.99
Outpatient benefits (Welfare)..	314	25,370.00
Summary (Welfare)	11495	\$203,606.07
Vacation Benefits	1310	\$207,119.34
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD...	12805	\$410,725.21

Hospital Visit



A welcome tonic any time, Thanksgiving Day was the occasion for a hospital visit by Seafarer Al Ries to dry-docked ex-shipmate Pete Prestea. They're shown on the lawn of the New Orleans USPHS facility.



SIU SOCIAL SECURITY DEPARTMENT



Seafarers Konstant M. Kain, 72 (left), and Erling Hansen, 71, flank Joe Volpian, SIU social security director, as they show off checks marking first \$150 pension payments.

Six More Veteran Seamen Join SIU Pension Ranks

Six more veteran Seafarers—three with seetime extending back to the 1920's—have been added to the ranks of Union oldtimers retired on SIU pensions by trustee action.

Latest to receive the lifetime \$150 monthly pension payments are: Jose G. Galarza, Erling A. Hansen, Konstant Kain, Walter T. Noel, Ernst O. Ohlsson and David Russell.

Born in Argentina 65 years ago, Brother Galarza started sailing in 1924 and joined the SIU when it



Galarza



Hansen



Noel



Ohlsson

joining in Baltimore in 1941. Brother Kain first went to sea in 1928 from his native Estonia. Sailing in the engine department, his last ship was the Ocean Deborah (Ocean Transport) in November, 1960. He has been beached since then due to illness. He makes his home with an uncle, Jack Idlas, in Florham Park, N.J.

Two Years Continuous Service

After almost two years of continuous service on the Monarch of the Seas (Waterman), Brother Noel signed off in February. The 49-year-old black gang member now lives with a brother, Ben, in Mobile, Ala. He first started sailing with the SIU in 1944.

Born in Sweden, Brother Ohlsson, 65, joined the SIU in 1939 after six years of sailing in foreign bottoms. He signed off his last ship, the Alcoa Partner (Alcoa) in April while in the engine department. Listed as next of kin is a sister, Hildur Ohlsson, of Kalmar, Sweden.

A member of the SIU since 1944, Brother Russell paid off his last ship the Robin Gray (Moore-McCormack), in May. The 63-year-old steward department member, who was born in Jamaica, BWI, now resides with his wife, Gwendelyn, in New York City.

Fifth Pint



Off the Steel Worker, Seafarer R. J. Landry takes a nip of medicinal spirits after donating his fifth pint of blood at SIU clinic in Brooklyn. Eddie Field is the technician.



300 Receive Benefits

S&A Aid Tops \$50,000

With the launching of the Sickness and Accident program successfully completed, the SIU Welfare Plan has so far paid over \$50,000 in cash benefits to some 300 Seafarers idled by off-the-job illness or injury. The new benefit program began in October.

A major advance for SIU men, the S&A plan provides the first benefits of any kind for outpatients not receiving maintenance and cure. Payments are provided for up to 39 weeks in any combination of inpatient and outpatient time for a single illness or injury during the year.

Outpatients released from a hospital automatically qualify for the \$56 weekly benefit for the rest of the combined 39-week-period. Seafarers who have not been hospitalized must accumulate a full week on outpatient status and, if not receiving maintenance and cure, collect S&A benefits retroactive to the fifth day of disability. Benefits are paid up to the 39-week-limit from then on.

The successful operation of the program in all ports adds im-

portant new protection for Seafarers. Typical of such instances is the example of Seafarer Alfred L.



Yarborough



Abualy

Yarborough, on the West Coast, who recently underwent a bunionectomy at the Seattle USPHS hospital. Unable to return to work, Yarborough drew S&A payments as an outpatient until he received his "fit for duty." Shipping with

the SIU since 1945, he paid off as a BR on the Vivian (Maritime Overseas) during October.

Last aboard the Cities Service Miami in August, Edmund Abualy, DM, jammed his right hand against the wheel of a car while driving in Woodbury, NJ, and fractured a finger. He received treatment at Underwood Hospital in Woodbury and began receiving S&A payments after filing at the Philadelphia hall. Abualy has been sailing with the SIU since 1941.

Both agree with all Seafarers that the new program is "a big help" and a welcome gain in SIU welfare benefits.



Chatting in the Wilmington hall after filing S&A forms, steward department members John Pilapil and William Blair (with cane) both have received \$56 weekly benefits.

SOCIAL SECURITY REPORT



Joseph Volpian, Social Security Director

Labor Presses Fight For Social Goals

While it is to be expected that progressive social legislation will face a tougher fight in state capitals than in Washington, the record of the states in the past legislative year was a dim one indeed. Even more difficulties are indicated in the months ahead. A report to the recent AFL-CIO convention bears this out.

Only 19 states raised jobless benefits during the latest legislative session. Most of the gains were modest ones conditioned on higher eligibility requirements. At the same time, only four states extended the duration of benefits, despite continuing high unemployment in many sections of the country.

No state as yet has met what the AFL-CIO considers to be minimum goals in the way of unemployment protection. If Federal aid is not forthcoming, few, if any, states will ever offer average benefits equal to two-thirds of normal wages, which is the AFL-CIO's suggested minimum goal for a period of up to 39 weeks.

To insure the continued vitality of the state jobless program, the convention called for nationwide Federal standards to correct "basic deficiencies" in the state programs. It noted that only a minority of workers covered by state unemployment laws are now eligible for benefits equal to as much as half their wages. "This falls far short of the standards incorporated when the system began," the Federation said.

In the minimum wage area—and improvements in this field can be made without Federal help by the simple passage of state minimum wage laws—only three states reported increases over their past basic rates. Two states, Washington and Connecticut, followed the Federal pattern and raised minimums to \$1.25 in two steps. New York State adopted a \$1 minimum, with provisions for higher rates to be set by wage boards in different industries.

On the Federal front, the convention proposed a number of measures to achieve full recovery and full employment. It urged an attack on the "hard core" long-term unemployment problem along the lines of an area redevelopment program. This would include a Federal project of retraining the jobless and updating work skills plus Government payments during training. Aid would be provided for relocating workers in new job areas.

Health care for the aged was described as "a very definite must" on the AFL-CIO's legislative program as the convention voted a strong endorsement of the Anderson-King bill.

The resolution declared that neither private insurance nor the public assistance approach of the Kerr-Mills Act of 1960 has met the test of providing "the broad protection required for the great majority of the aged who have low incomes."

The only practical way to handle this sort of a situation is to place it under social security where people will build up over the years the equity that is needed when they get on in years and have these serious illnesses."

An economic and legislative conference has been summoned by the AFL-CIO to urge the 87th Congress to move on the unresolved problems facing the country, including health care for the aged. The conference will be held January 22 in Washington to "dramatize the importance of the economic and social problems, led by unemployment, which confront our nation today."

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

Urge Early Bid On Scholarship

Seafarers still have time to apply on behalf of themselves or their children for one of the five \$6,000 SIU scholarships to be awarded in 1962, but they must act soon to be eligible.

So far, 42 scholarship applications have been received by the Seafarers Welfare Plan. Applicants must have all forms completed and submitted before the Scholarship Awards Committee meets in May. The awards cover four years of study in any field. Forty-three have been granted since 1953.

An important factor in the committee's determination of the annual scholarship winners is each candidate's score on the College Entrance Examination Board tests. Only two CEEB tests are scheduled before the committee meets. Arrangements to take the tests, which are to be given throughout the country on January 13 and March 3, must be made early to fulfill eligibility requirements.

Other requirements include three years' SIU seetime by a Seafarer applying on his own behalf or for a child; three letters of reference; an autobiographical statement and completion of a scholarship questionnaire.

Application forms plus information on taking the CEEB test is available from the SIU Welfare Plan, 17 Battery Place, New York 4, N.Y.

SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

Beware Of The Holiday Hangover

As the holiday season approaches, we naturally think of gifts, presents, religious activities, Santa Claus perhaps, as well as many other traditions of Christmas and the New Year. These are usually all very pleasant, even though oftentimes very expensive.

But what about the "hangover"—not the financial one which is usually a sufficient headache, but the hangover from the excessive consumption of alcohol during these celebrations.

There has been much progress in the treatment and eradication of diseases which have plagued mankind during the centuries. However, there has been little progress in the treatment of the hangover since man first discovered alcohol. It's like the weather—everybody knows and talks about the hangover, but no one seems to do much about it.

Doctors do not give much consideration to hangovers; neither do your friends, as they apparently feel that it is self-induced and that you should also pay the piper. Despite the old wives' tales, there also is no sure cure for the hangover.

What happens to you when you wake up with a hangover is very definite. Your metabolism has been knocked off balance due to excess consumption of alcohol. The alcohol has been distributed throughout your entire body where 95% is completely oxidized, mainly in the liver. As a result of this rapid oxidation, the glucose-insulin balance in the blood is disturbed with other end-products of metabolism which produce the toxic effects experienced the morning after.

Not A Stimulant

Although alcohol appears to stimulate a person, it is as a matter of fact a depressant or inhibitor. What the average person assumes to be stimulation is really the depressant effect on the inhibitory brain control of behavior. Thus, there is an increase of the pulse rate; a flushing of the face and an abolition of inhibitions, with an increase in activity both vocal and otherwise, so that one exhausts himself both physically and psychologically. Thus, the tired and exhausted feeling on the morning after.

According to some authorities, there are at least 2,000 different drinks, and at least that many cures for the hangover, none of them very efficient. There is an interesting story published about a young man who had a "sure cure." The young man would go into the bathroom, turn on the hot water and, as the steam would accumulate, he would jump up and down like a demon. After this, he would think himself cured and go to the office. This worked for a while, but one morning during this treatment, he dropped dead.

Many other "cures" for the hangover can be listed. These include the Turkish bath and exotic concoctions such as clam juice, Bugle-week and wild lettuce.

The "hair of the dog" is probably one of the most universal cures of the hangover. A friend of mine thought this the best, but he had to modify his method. He would take it straight, and if the first few bounced, he was not too perturbed because, once he was able to retain one, he had it made.

Probably the most popular cure for the hangover, and of fairly recent vintage, are the Bloody Mary, the Screwdriver, or some of the many combinations of Vodka, fruit juices and bitters or Worcestershire sauce.

Other remedies for the hangover include a wide variety of medications containing vitamins, combinations of amphetamines and amobarbital which are supposed to be excellent in weight reduction regime, but are probably better as a hangover remedy.

There is the other school of hangover fadist who believes an ounce of prevention is worth a pound of cure; who load themselves with everything from olive oil to steaks and fruit juices. This probably at least slows the absorption of the alcohol.

An ice pack and the usual headache remedies are all good, but let's face it: It takes time and fluids to repair the damages of the

night before, and many good resolves are sworn to during the trying hours of the hangover, but I'm sure it will happen again.

There may not be any pockets in a shroud, but if you have money to burn, you "can take it with you."

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

65 Years At Sea

Hansen, 88, Passes On

Veteran Seafarer Edward K. "Pop" Hansen, 88, who probably set some kind of record by sailing for 65 years, died on October 28 at the Lutheran Medical Center in Brooklyn, NY. Hansen last shipped in 1952 at the age of 79 and retired on an SIU pension. Burial was in Evergreen Cemetery, Brooklyn.

The sea was Edward Hansen's life.

His romance with the deep started in 1887 when he began sailing the cold fjords of his native Norway on fishing boats at 14 years of age. In those days, sailing meant wind power and long hard climbs aloft to haul down the yards of canvas.

In the tradition of his Viking forbears, he later sailed on coasters and then deep-sea ships. For 35 years he sailed foreign-flag ships, first in sail, then steam. In 1925 he began shipping in American-flag vessels, and when the SIU was founded in 1938, he threw in with the new union and joined up in New York.

He shipped out as a carpenter and continued to sail for 14 more years until, after 65 years of seafaring, he was permanently beached. "I'd go back tomorrow if the doctors would let me," he said after he signed off his last ship, the Robin Mowbray, at Baltimore in 1952.

One of the first Seafarers to go on an SIU pension, Hansen remained close to the sea thereafter. He made his home in Brooklyn where he could watch the ships entering and leaving New York



Hansen

SIU ARRIVALS and DEPARTURES

All the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name, representing a total of \$7,200 in maternity benefits and a maturity value of \$900 in bonds:

Carla Gomez, born September 16, 1961, to Seafarer and Mrs. Francis Gomez, Mobile, Ala.

Michael Wayne Annis, born May 22, 1961, to Seafarer and Mrs. George F. Annis, New Orleans, La.

Wade Fuller, born July 18, 1961, to Seafarer and Mrs. Jerry Fuller, Houston, Texas.

Mary Beth Perry, born September 20, 1961, to Seafarer and Mrs. Raymond Perry, Jr., Salem, NJ.

Allen Brown, born August 6, 1961, to Seafarer and Mrs. Albert B. Brown, Brooklyn, NY.

Catherine Bellando, born August 2, 1961, to Seafarer and Mrs. Adolph Bellando, Kenner, La.

Hilda T. Patingo, born July 29, 1961, to Seafarer and Mrs. Eddie A. Patingo, Sr., New Orleans, La.

Christopher Sullivan, born July 31, 1961, to Seafarer and Mrs. John V. Sullivan, New York, NY.

Louis Duracher, born September 9, 1961, to Seafarer and Mrs. Louis Duracher, New Orleans, La.

Carol Ann Huszar, born July 31, 1961, to Seafarer and Mrs. Steve Huszar, Albany, La.

Vance Jaks, born September 26, 1961, to Seafarer and Mrs. Edward Jaks, El Campo, Texas.

John Wise, born September 26, 1961, to Seafarer and Mrs. Jack D. Wise, Kill Devil Hills, NC.

Tamara Fraone, born September 19, 1961, to Seafarer and Mrs. Francesco Fraone, Bayonne, NJ.

Darla Fillingim, born September 27, 1961, to Seafarer and Mrs. Olive Fillingim, Mobile, Ala.

Joan Edmonds, born March 4, 1961, to Seafarer and Mrs. Robert Edmonds, Baltimore, Md.

Jennie Boyd, born September 28, 1961, to Seafarer and Mrs. Robert Boyd, Houston, Tex.

Nora Garcia, born August 20, 1961, to Seafarer and Mrs. Victor Garcia, Brooklyn, NY.

Claude Bankston, born April 12, 1961, to Seafarer and Mrs. Claude Bankston, Jr., Metairie, La.

Vern Gibson, born September 14, 1961, to Seafarer and Mrs. Vern D. Gibson, Mobile, Ala.

Ronald Zaniewski, born July 12, 1961, to Seafarer and Mrs. Edwin Zaniewski, Akron, Ohio.

John Bramble, born September 28, 1961, to Seafarer and Mrs. Charles Bramble, Atlantic City, NJ.

Roberta Ladner, born June 1, 1961, to Seafarer and Mrs. William Ladner, Sr., Coden, Ala.

Krugar Donald, born September 24, 1961, to Seafarer and Mrs. William Donald, Norfolk, Va.

Christine Bernhard, born August 15, 1961, to Seafarer and Mrs. Herbert Bernhard, Pelham, NY.

Tanela Faircloth, born October 13, 1961, to Seafarer and Mrs. John Faircloth, Mobile, Ala.

Jonnie Benedict, born September 23, 1961, to Seafarer and Mrs. John Benedict, New Orleans, La.

Kenneth Wallace, born September 23, 1961, to Seafarer and Mrs. Edward Wallace, Brooklyn, NY.

Eddrice Webb, born September 7, 1961, to Seafarer and Mrs. Edward Webb, Mobile, Ala.

Michele Consoli, born August 26, 1961, to Seafarer and Mrs. Walter Consoli, Clifton, NJ.

Richard Wilburn, born August 17, 1961, to Seafarer and Mrs. Richard Wilburn, Galveston, Texas.

Chery Ann Goodnick, born October 15, 1961, to Seafarer and Mrs. Robert Goodnick, Houston, Texas.

Louis Landa, born September 9, 1961, to Seafarer and Mrs. Carlos Landa, Dallas, Texas.

Robert Garza, born September 5, 1961, to Seafarer and Mrs. Antonio Garza, Sr., Gretna, La.

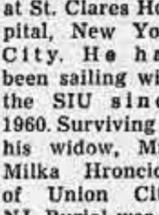
The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$19,000 in benefits was paid. (Any apparent delay in payment of claims is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates.)

Frederick L. Comerford, 48: A heart attack was fatal to Brother



Comerford on October 23, 1961 on the SS Michael at sea. He sailed in the deck department and joined the SIU in 1953. His widow, Mrs. Hilda Downes Comerford, of Baltimore, Md., survives. Burial was at sea. Total benefit: \$4,000.

Mark Hroncich, 63: Brother Hroncich died of natural causes on November 1, 1961 at St. Clares Hospital, New York City. He had been sailing with the SIU since 1960. Surviving is his widow, Mrs. Milka Hroncich, of Union City, NJ. Burial was in Madonna Cemetery, Fort Lee, NJ. Total benefit: \$4,000.



Peter King, 52: Brother King died of an intestinal ailment on October 28, 1961 at the USPHS Hospital, Boston, Mass. He was a member of the SIU since 1938 and shipped in the steward department. Surviving is his widow, Mrs. May King, of Boston, Mass. Burial was at Mt. Hope, Boston, Mass. Total benefit: \$500.



Walter S. Smith, 54: Brother Smith died of a heart attack on July 11, 1961 while aboard the SS Timber Hitch at Capetown, South Africa. He had sailed with the SIU in the engine department since 1950. His widow, Mrs. Agnes H. Smith, of Dade City, Florida, survives. Burial was in the Dade City Cemetery. Total benefit: \$4,000.



John F. Dixon, 52: Brother Dixon died of burns suffered in a house fire on September 5, 1961 in Columbia, SC. He was a member of the SIU since 1943, sailing in the engine department. Surviving is his mother, Mrs. Emma P. Dixon, of Lykesland, SC. Interment was in Columbia Cemetery at Columbia, SC. Total benefit: \$500.



Clarence Morehead, 29: Brother Morehead died of a lung ailment on September 22, 1960 at the USPHS Hospital, New Orleans, La. He had sailed for a short time with the SIU during 1960 in the deck department. His mother, Mrs. Dulcie Lee Yates of Valden, Mississippi, survives. Burial was in Kosciusko, Miss. Total benefit: \$500.



Mirha Ann Bonura, born October 22, 1961, to Seafarer and Mrs. Victor T. Bonura, New Orleans, La.

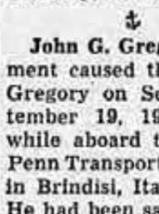
Adam Carpenter, born July 27, 1961, to Seafarer and Mrs. Frederic Carpenter, New Orleans, La.

Angela Benitez, born October 6, 1961, to Seafarer and Mrs. John Benitez, Tampa, Florida.

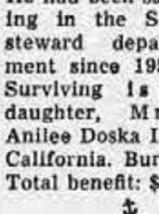
Edward Boyle, 51: Brother Boyle died in an accident ashore at Boston, Mass., on November 6, 1961. He joined the SIU in 1953 and had shipped in the steward department. No survivors were listed. Burial was in St. Joseph's Cemetery, West Roxbury, Mass. Total benefit: \$750.



John G. Gregory, 54: A liver ailment caused the death of Brother Gregory on September 19, 1961 while aboard the Penn Transporter in Brindisi, Italy. He had been sailing in the SIU steward department since 1953. Surviving is a daughter, Mrs. Anilee Doska Irvine, of Santa Ana, California. Burial was in Brindisi. Total benefit: \$500.



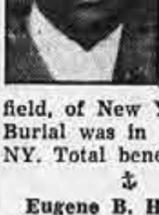
James Brasfield, 43: Brother Brasfield died of bronchial asthma on November 7, 1961 in South Baltimore General Hospital, Baltimore, Md. He had been sailing SIU ships since 1942 in the steward department. His wife, Mrs. Ida M. Brasfield, of New York City, survives. Burial was in Ferncliff Cemetery, NY. Total benefit: \$4,000.



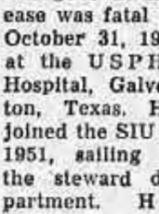
Eugene B. Hunt, 64: Heart disease was fatal to Brother Hunt on October 31, 1961 at the USPHS Hospital, Galveston, Texas. He joined the SIU in 1951, sailing in the steward department. His widow, Mrs. Nora Hunt of Basile, La., survives. Burial was in Basile Cemetery, Eunice, La. Total benefit: \$500.



John F. Dixon, 52: Brother Dixon died of burns suffered in a house fire on September 5, 1961 in Columbia, SC. He was a member of the SIU since 1943, sailing in the engine department. Surviving is his mother, Mrs. Emma P. Dixon, of Lykesland, SC. Interment was in Columbia Cemetery at Columbia, SC. Total benefit: \$500.



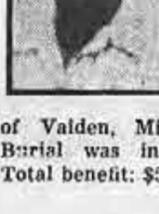
Clarence Morehead, 29: Brother Morehead died of a lung ailment on September 22, 1960 at the USPHS Hospital, New Orleans, La. He had sailed for a short time with the SIU during 1960 in the deck department. His mother, Mrs. Dulcie Lee Yates of Valden, Mississippi, survives. Burial was in Kosciusko, Miss. Total benefit: \$500.

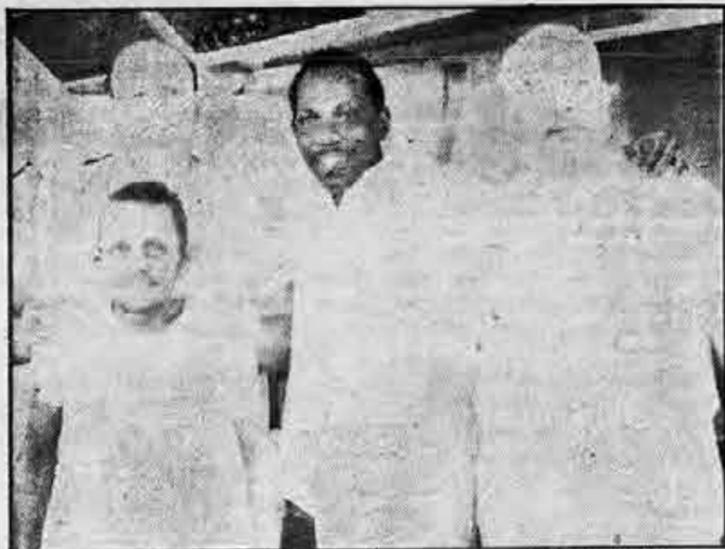


Clarence Morehead, 29: Brother Morehead died of a lung ailment on September 22, 1960 at the USPHS Hospital, New Orleans, La. He had sailed for a short time with the SIU during 1960 in the deck department. His mother, Mrs. Dulcie Lee Yates of Valden, Mississippi, survives. Burial was in Kosciusko, Miss. Total benefit: \$500.



Clarence Morehead, 29: Brother Morehead died of a lung ailment on September 22, 1960 at the USPHS Hospital, New Orleans, La. He had sailed for a short time with the SIU during 1960 in the deck department. His mother, Mrs. Dulcie Lee Yates of Valden, Mississippi, survives. Burial was in Kosciusko, Miss. Total benefit: \$500.





Gang on the Erna Elizabeth who got a vote of thanks for a job well done, include (l-r) P. Franco, 2nd cook; Samuel Doyle, steward; P. Foster, chief cook; G. Parker, 3rd cook.

LOG-A-RHYTHM:

Old-Fashioned Christmas

By Roy Fleischer

Give me an old fashioned Christmas

With holly and mistletoe And Santa Claus in the chimney As reindeers wait in the snow,

Give me tinsel, red and green, And logs that glitter like gold, No pastel shades, no modern art, Just colors bright and bold.

Candles and wreaths in the windows, A Christmas tree in the den, A couple of starry-eyed children To open the gifts I send.

From the Ships at Sea

While the cold weather and the holiday season is at hand a number of Seafarers are off on the other side of the equator enjoying sunshine and high temperatures.

The crew of the Sword Knot (Suwannee) sent the following report from Capetown, South Africa: "We enjoyed a 21-day-stay in Capetown; many love affairs blossomed, but as yet there are no marriages to report. We all enjoyed cordial relations with the South African port authorities, and the ship's chandler worked smoothly with the cooks in getting 120 days worth of stores stowed away.

"We had what has to be called an excellent berthing area at the Union-Castle docks. We recommend it to all our brothers because it affords crewmembers with an excellent view of pretty passengers leaving other ships." They finished off by asking: "How is the weather in the States?" Anybody care to answer?



John Chiramonte, pantryman, was part of the Sword Knot crew that enjoyed the warm weather during a visit to Capetown, South Africa. An unidentified vessel and famed Table Top Mountain make up the background.

Making the most of an idle ship's fund while the Atlas (Tankers & Tramps) was tied up in Mobile recently, the gang voted to present the entire treasury to the local chapter of the Salvation Army. Ship's reporter H. G. Horowitz recorded the event, commenting on the crew's general feeling that the "money would then be put to some good use." A Salvation Army representative accepted the gift with many thanks.

They finished off by asking: "How is the weather in the States?" Anybody care to answer?

Aboard the Coastal Crusader (Suwannee), the crew is looking forward to an old-time barbecue. They've already donated \$1-a-man to finance a supply of charcoal. All they need now are the franks and they're all set. Don't forget the mustard, fellas.

The crew of the Frances (Bull) has had a serious wave of "bulb-snatching" aboard ship. Things weren't too bad until someone snatched the bulb from the head.

It was recommended at this point that crewmembers ask the electrician for another bulb instead of snatching what was available. "A head without a bulb is like a ship without a rudder," someone remarked.

The Panoceanic Faith (Panoceanic) is having hot water troubles. Everyone enjoys lots of hot water, but not when it's coming out of the water cooler. At last report, the crew was laying in a good supply of teabags.

The gang on the Coe Victory (Victory Carriers) has voted to do a good turn for an old shipmate. Following a request by the ship's bosun, the crew voted unanimously to supply disabled oldtimer Char-

lie Rogers with an old TV set to work on. "It will keep him occupied," the crew noted, "and do some good at the same time."

Thanksgiving must have been quite a day for the crew of the Fairland (Sea-Land). The men voted to use the ship's fund to supply rum for a large bowl of egg nog. When this crew talks about turkey and all the fixings, it means what it says.

Aboard the Hurricane (Waterman), the crew reports that it donated the old books from the ship's library to the Seaman's Club in Rotterdam, Holland. The books were warmly accepted by a representative of the club with grateful thanks to the SIU crew.

ROBIN KIRK (Robin Line), September 25—Chairman, T. M. Hedlund; Secretary, A. Perkins. \$15.50 in treasury. No beefs reported by department delegates. T. M. Hedlund elected ship's delegate. Discussion on use of voting machines in all future SIU elections.

LUCILE BLOOMFIELD (Bloomfield), August 4—Chairman, Joe Compton; Secretary, H. Huston. \$18.00 in treasury. Some OT disputed. No beefs reported by delegates. The next negotiating committee should try to get some action on time off in continental US ports. Discussion on the continued use of fish oil on decks in place of prepared deck coating that has been

DIGEST of SIU SHIP MEETINGS

furnished. Letter to be sent to safety director Joe Algina. See the patrolman on arrival to find out why more small bills are not put in the ship's bank. There is never enough small bills for draws in foreign ports.

PETROCHEM (Valentine), Sept. 4—Chairman, K. Hatgimisis; Secretary, J. R. Prestwood. Ship's delegate reported three men missed ship from Port Neches to Pasadena; sailed two men short from Pasadena. No beefs and no disputed OT. \$17.50 left in ship's fund. See about fumigating for roaches and bedbugs. Request 4.8 watch's supper be served a little earlier. Crew asked to keep messhall cleaner at night and bring cots off deck in port.

GLOBE PROGRESS (Maritime Overseas), no date—Chairman, Stanley F. Schuyler; Secretary, Andy Nosh. Some repairs being taken care of aboard ship; others will be brought up to the captain again. Andrew Lutaves elected new ship's delegate. No money in ship's fund. No beefs reported. Bunks and bunk lights to be repaired, but cannot be repaired aboard without welding equipment. Too much chlorine in the fresh drinking water.

JOSEFINA (Liberty Navigation), July 29—Chairman, J. P. Ahern; Secretary, C. L. Shirah. R. Darley was elected ship's delegate. No beefs reported. Discussed repair list from previous voyage.

ROBIN LOCKSLEY (Robin Line), Aug. 20—Chairman, Paul M. Meth; Secretary, Harry Harrison. Subsistence beef will be taken up with patrolman. Four men missed ship during the trip. Reported \$16.25 in ship's fund; \$30 to be repaid to the bosun. Union to see what can be done to get more experienced men aboard these ships. Crew not receiving the LOG or other Union data regularly. Find out from members of the food committee ashore how long leftovers can be kept in the meat box. Discussion on whether passengers were getting Koolaid while the crew was not getting same.

BIENVILLE (Sea-Land), Aug. 6—Chairman, J. Henry; Secretary, R. O'Rourke. Ship's delegate reported one man left in hospital in Houston. \$24.71 in ship's fund. No beefs reported by department delegates. Crew asked to take care when using washing machine. Steward to order automatic timer for same.

MOUNT VERNON VICTORY (Mt. Vernon Tanker), October 8—Chairman, Louis W. Pepper; Secretary, Jack Murray. Election held for a new ship's delegate. No beefs reported by department delegates.

THETIS (Rye Marine), September 9—Chairman, W. Johnson; Secretary, R. Schultz. Ship is due to return to New York and a complete slopchest will be put aboard then. Any question about transportation will be brought up before the patrolman while in Wilmington. Motion to collect \$1 from each crewmember for a ship's fund. No beefs reported by department delegates. Some sort of 3-way communication system should be installed in the galley, as excessive noise and vibration makes taking orders extremely difficult. Bosun elected ship's treasurer. Another fan promised for the crew messroom. Return cups to the pantry. Sanitary men to rotate cleaning of laundry. Crewmembers asked not to linger in messroom at meal time; first three seats to be kept

open for the watch. Motion made to procure a softer brand of toilet tissue.

DEL ORO (Mississippi), September 26—Chairman, James Stewart; Secretary, Dick Grant. Ship's delegate reported everything running smoothly, except air conditioner not functioning properly. Suggested crew make up list of items for the patrolman to cover working rules for this ship, the Del Sol and Del Rio. Motion to insert provisions in new agreement re time off in port and to make some changes regarding breaking of watches for engine and deck departments. Negotiating committee should look into present situation re oilers being knocked off weekends in port. All hands should cooperate to keep pantries and recreation room clean at all times. Vote of thanks to steward department.

MT. VERNON VICTORY (Mt. Vernon Tanker), October 30—Chairman, Elmer Lamb; Secretary, Louis Pepper. Lamb was elected ship's delegate. No beefs reported. Discussion re wage increase for men on super tankers, based on horsepower and tonnage of cargo, and increase in manning scale. Will send letter to headquarters and bring these items to the attention of the negotiating committee.

DEL SOL (Mississippi), September 10—Chairman, J. Catalanello; Secretary, J. Zimmer. Retiring ship's delegate notified the brothers of captain's request that if any member of the crew decided to get off in Houston, he shouldn't sign foreign articles. \$29 in ship's fund. No beefs reported. Motion to transfer movie fund into ship's fund. Roy R. Thomas elected new ship's delegate. Ice-making machine and refrigerator to be put in order and, if not done promptly by the chief engineer, will refer directly to the captain for action.

IBERVILLE (Waterman), October 22—Chairman, Horace Carmichael; Secretary, William R. Cameron. Discussion on crew relation with topside. Only 66 cents in treasury. No beefs reported. Motion that better merchandise be put in slopchest. Launch service schedule to be checked with mate. Suggestion to have hanger made for the recreation room aft for hanging winter gear. No gear to be hanging in crew mess.

MASSMAR (Calmar), October 15—Chairman, R. L. Morrow; Secretary, none. Everything running smooth. All foibles painted except one in engine department which will be soured. Change in brand of canned milk requested; present brand has a tendency to sour. All mattresses need replacing and have been ordered.

TITAN (Overseas Oil Transport), September 17—Chairman, John Lamb; Secretary, E. Hannon. Walter Pritchett elected new ship's delegate. No beefs reported. Ship is supposed to go to Persian Gulf to load. Discussion on status of class B & class C men. Crew requests cold drinks be put on table in one pitcher and ice in another one. Fix hooks on screen doors aft to keep them from swinging at sea. Don't unplug boxes in pantry. Winger needs to be fixed. New hose needed.

ALCOA PILGRIM (Alcoa), October 8—Chairman, A. H. Anderson; Secretary, S. T. Arales. No beefs reported by department delegates. Members suggest that messroom needs painting. Vote of thanks to the steward department especially for the superb baking by the baker.

DOROTHY (Bull), October 8—Chairman, P. C. Johnson; Secretary, none. No beefs reported by department delegates. New faucets needed for washroom.

SEATRAN NEW JERSEY (Seatrains), September 29—Chairman, Reiley; Secretary, Walker. Ship's delegate stated that there was a little disputed overtime in the black gang. See patrolman about weekend OT for steward department re sougeeing laundry room. Burken elected treasurer. More milk should be put aboard. Crew told that watch table is for watch only. Request hotplate for soup in messhall.

CITIES SERVICE NORFOLK (Cities Service), July 12—Chairman, Ted Jones; Secretary, Dan Beard. See captain about ordering wind chutes. Call hall for sufficient OT sheets and a library. \$1.63 in treasury. T. Yarbrough elected new ship's delegate. Caps should be worn in galley; hair found in pot pie and soup. Smoking by food handlers should be stopped. Better grade of steak meat suggested. No other beefs reported by department delegates.



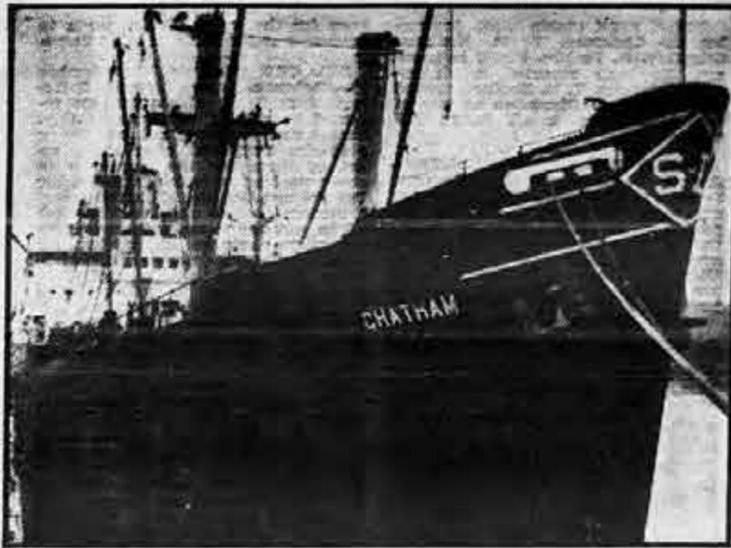
BURLY, HAVE YOU EVER THOUGHT OF SETTLING DOWN...



—TO A PLEASANT SHORE-SIDE JOB... COMING HOME EVERY NIGHT... ETC., ETC.,



WHAT? AND MISS ALL THIS?



One of Sea-Land's intercoastal vessels, the SIU-manned Chatham is pictured on the dock at Portland, Oregon.

Chatham Hit Cows In Typhoon's Wake

(This article was submitted from the Chatham ship's reporter David D. Backrak.)

The SS Chatham, operated by Sea-Land Service with two other chartered vessels, represents another step forward in the maritime industry—a revival of intercoastal service.

According to accounts previously published in the LOG, this company plans to use containerships as soon as they are converted. In light of this, intercoastal shipping seems to be picking up again, and this is good news for all Seafarers who like to stick close to a shoreside home.

In command of our vessel, the Chatham, we have Captain Martin Solnordal, formerly of the Chickasaw. Some Seafarers also may remember him as the skipper of the Fairland before she was turned into a trailership. Our chief mate is Vernon B. MacFadden. Settling a beef with these two gentlemen is almost a pleasure.

Chief steward Kris Nielsen runs his department without raising his voice. It sure feels good to see the messhall spotless, the pantry clean, and the galley operating efficiently without a lot of griping and growling going on.

Bosun Harry Larsen, out of San Bruno, Calif., really knows his job, part of which is to give orders. This he does, but without arousing hard feelings among the crew.

Now for a recent adventure the crew aboard the Chatham sailed into. Two months ago, while we were sailing through the Pacific bound for Los Angeles, a grove of palm trees appeared on the horizon, with their leaves waving just like they do on Hawaii. Then we began sailing through millions of coconuts bobbing in the water, and banging against the hull.

This was soon followed by a herd of cows, calmly swimming off our port side. And occasionally, we had to change course slightly to avoid two or three log jams.

This isn't the sort of sight a Seafarer expects to run into in the middle of the Pacific. And you can be sure that a lot of the crew suffered from eye-strain and cramped arms from shooting so much film.

When we reached Los Angeles, we found out that these mid-ocean mirages were real. They had been caused by a recent typhoon which had swept trees, cows, coconuts, logs and all into the sea. Typhoon or not, sights like we had are not seen every day.

Ailing Brother Thanks Del Norte

To the Editor:
I wish to take this opportunity to thank the delegates and the crew of the SS Del Norte (Mississippi) for the help and kindness extended to me while I was in the hospital in South America.

I was injured aboard the SS Del Sud (Mississippi) and left the ship for medical attention. Upon finding out where I was, the ship's delegates and the rest of the crew came to my aid. I want to express my thanks to all concerned as part of our great Union.

R. (Jitterbug) Smith

Steel Designer In Good Shape

To the Editor:
The SS Steel Designer is presently on the Far East run. I would like to report that all hands are cooperating in the interests of mutual safety, all in true SIU style.

After the most recent survey, one of the crew remarked that this ship is "so safe, it's unbelievable." We hope things stay this way.

Incidentally, we came up with a few ideas to offer, in line with better conditions for unlicensed personnel: Lower bunks could have drawers in them for stowage of personal effects and luggage. Mattresses should all be the innerspring type, thus doing away with torn sheets and spreads.

Covers could be made of a more colorful material to take the place of the present drab, grey variety. In addition, many bunks are without shelves. A man needs a place to put down a magazine.

If possible, the addition of a writing desk in a fore'sle would

be greatly appreciated, even though the space is a little cramped.

Clarence L. Cousins

Hails Shipmates For Past Help

To the Editor:
I wish to take the opportunity at this time to thank all those who knew me during the several years that I sailed on SIU-

LETTERS To The Editor

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

contracted ships for the help that they gave me during all that time.

I wish you all good luck and smooth sailing or, as was once set to music, a "Calm Sea and a Prosperous Voyage." Merry Christmas and a Happy New Year to you all.

L. V. Geraghty

Revised Vacation Benefit Proposed

To the Editor:
A motion has been made and carried by the crew of the Cities Service Norfolk concerning a change in the present ruling which now requires a man to stay aboard ship one full year to collect \$800 vacation pay.

This motion states that instead of serving out the full year, a man should be allowed vacation pay of \$400 at the end of six months' continuous sea-time aboard a vessel. Upon

leaving said ship, only a 30-day waiting period should be mandatory before the man is allowed to re-ship.

Not only do we feel this to be a more efficient ruling but we believe it will serve to encourage a greater turnover in shipping and therefore offer more jobs for men on the beach. This seems more in line with the original purpose of the ruling to encourage men to leave the ship. We are sure that this proposal would prove more effective.

David Edwards
B. E. Stockmon

Savannah Draws Family's Thanks

To the Editor:
I would like to express deep thanks from my family and myself to the crew of the Seatrain Savannah for the floral offering and many kind words of sympathy during our time of sorrow.

My shipmates and all others concerned were most generous following the death of our beloved mother, Mrs. Eulise E. Lowe. Many thanks again to all.

Louis E. Lowe

Oldtimer Sends Season's Wishes

To the Editor:
Once more I must extend my heartiest greetings to you, the officials and directors of our wonderful Welfare Plan, and the membership in general.

To you all a very merry Christmas and happy New Year, with wishes of greater success to our wonderful and powerful Union in the future. God bless you all. I am very proud to be a part of this organization, even though I have retired.

George H. Seeberger

Active LOG Contributor Still Active

A few months ago, it seemed that one of the LOG's most frequent correspondents had lost the wind from his sails for good. This, it turned out, is far from the case for oldtime skipper R. J. Peterson.

The captain has had his tales of sailing ships and the men who sailed them printed in the pages of the LOG many times during the past few years. Thus, when a letter with his name on it arrived a short while ago, it was thought that it brought still another blood-and-thunder yarn about "the old days."

Instead, Captain Peterson wrote the following:

"I am nearing 70, so I'd better get ready. When a wise old skipper driving his ship 'round Cape Horn is expecting a big blow, with the barometer low, he will shorten sail in time — and not keep on, hangin' on, to gan'sls and royals.



Peterson

"I don't want to be caught by a black squall and caught aback with all sail against the masts, flat and put on beam ends and turn turtle and go down in dark night, unseen, unheard, unknown."

From this letter, it seemed that Captain Peterson had reefed his sails and his typewriter for good. But, a few weeks later, he wrote again to inform all hands that he was now corresponding with a young lady who matched his years and lived in Australia.

It develops that the lady in question, a Miss Northmore, is a certified Cape Horner like the captain, with four trips 'round the

Cape under sail to her credit.

At the end of his letter to Miss Northmore, Captain Peterson asked, "Any nice Aussie lassies left for me?"

Miss Northmore replied: "Being in your age group I don't know

what the trend is with the modern lassies. But in my young days, all the nice girls loved a sailor." If such be the case, Captain Peterson may be on his way to Australia by now and may be heard from again from the land "down under."

Scientist Has Face Lifted



Seafarers aboard the Steel Scientist (Isthmian) got out their paint cans and brushes during a run from the Orient to the East Coast via Panama and, shown at work (l-r), are Frank A. Gages, AB, who's brushing the bulkhead, while Tung Foo Sing, AB, paints overhead.

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

MANKATO VICTORY (Victory Carriers), Sept. 2—Chairman, J. E. Lester. Ship's delegate reported everything okay. Chief electrician made motion that patrolman contact ship's officers and make sure wall fans are aboard. Have ship fumigated.

ORV 1836 (Suwannee), Sept. 7—Chairman, William G. Heater; Secretary, Leopold Bruce. Ship's delegate reported ship is going in and a patrolman should be on board. Captain requested replacements. Ship's delegate requests sober payoff. \$4.93 in ship's fund. Suggested crew should donate \$1 at payoff to fund.

ROCKY POINT (Bull) Sept. 2—Chairman, F. R. Hicks, H. W. Hall

DIGEST of SIU SHIP MEETINGS

elected new ship's delegate. Crew to keep as quiet as possible in passageways and refrain from slamming doors in order for men off watch to get proper rest. See patrolman about having sufficient money on board for draws and to put out some before arrival. This is customary in the coastwise trade.

YOUNG AMERICA (Waterman), Aug. 15—Chairman, J. Goude; Secretary, A. S. Talan. No beefs reported by department delegates. Motion made to remove all dented cans that were put aboard.

ALCOA PIONEER (Alcoa), Aug. 26—Secretary, Cyril A. Scott. Everything running smooth. Crew requested to flush toilet after use, fill washing machine to its proper level when in use and do not wash one T-shirt at a time. Close laundry door at night and turn off light so as not to disturb messmen sleeping.

STEEL ADVOCATE (Isthmian), Sept. 10—Chairman, George Finkles; Secretary, John Reinos. No beefs reported. See patrolman in Frisco about hot water coming out of cold water faucets, showers and sink bowls. Be sure to contact patrolman in regard to ice machine.

COEUR D'ALENE VICTORY (Victory Carriers), Sept. 1—Chairman, M. Woods; Secretary, R. McCulloch. No beefs. M. Woods elected new ship's delegate. See chief engineer about spigots in crew washbasins, also drain hose in washing machine. Some mattresses in poor condition. Lock crew pantry in port and give key to gangway watch. Crew's toilet ventilating system was blanked out and the galley fan is operating at half voltage. This ship is chartered to Watson and is considered by the crew as one of the hottest and poorest ventilated ships around.

MARORE (Ore), Aug. 8—Chairman, John Mehalov; Secretary, Wm. C. Murphy. Chief engineer to order fans for recreation room and PO mess. Also repair old fans and give crew full cooperation on repairs. We are in need of a new washing machine; vote of thanks to deck engineer for keeping old one operating. No beefs. A. T. Harrison elected new ship's delegate. Request more night lunch to be made available. Items such as cherry peppers, horseradish and tea bags requested to be increased by port steward.

EVELYN (Bull), Aug. 27—Chairman, Parker Holt; Secretary, G. Conant. Ship's delegate suggested all members who have not filled in beneficiary cards to do so and he would mail them in. No beefs. Discussed the shortage of pitchers in messhalls. Pitchers ordered by last steward but were not on delivery list. Will be re-ordered by new steward.

HEDGE HAVEN (Metro Petroleum), Sept. 21—Chairman, E. Griffin; Secretary, W. J. Barnes. No beefs reported by delegates. Special vote of thanks to a top-notch, cooperative SIU crew by the ship's delegate Joseph P. LeBlanc. Motion by N. R. Wright to see patrolman about repairs before signing on foreign articles.

EMILIA (Bull), Sept. 7—Chairman, James Manner; Secretary, T. W. Kubecha. Request chief engineer to see about the cold water being hot. No beefs reported by department delegates. Recommendation by all hands that patrolman make sure ship has a catwalk built over the deck cargo before sailing on next trip.

DEL MUNDO (Mississippi), Sept. 17—Chairman, J. Chastain; Secretary, Boyd H. Amsberry. A vote of thanks for a job well done to the raising ship's delegate. No beefs reported. Robert L. Garrison elected new ship's delegate. Vote of thanks to the bosun for arranging for a place to put garbage instead of going aft over the catwalk. Keep off the chain rails until renewed. When using the washing machine, fill it up to water mark.

NATALIE (Maritime Overseas), Sept. 24—Chairman, Joe McLaren; Secretary, Robert W. Ferrandiz. Captain refused to lift logs. Some OT disputed but no beefs reported by steward delegate. Locks on black gang's doors need repair. Anyone needing a room key should have one made and bring captain the bill. Wiper says there is too much favoritism by the engineer.

Steward department received a vote of thanks and expressed his thanks to the crew.

COUNCIL GROVE (Cities Service), Sept. 21—Chairman, G. Swift; Secretary, H. Darrow. G. Swift elected new ship's delegate. No beefs reported by department delegates. Motion made to draw up repair list.

MONTAUK (American Bulk), Sept. 26—Chairman, Charles Jordan; Secretary, R. I. Fagan. No beefs. Request to have ship fumigated, see patrolman about rooms and lockers being repaired and about mail. Have had very bad service. Repair water fountain. Baking is improving.

FLOMAR (Calmar), Aug. 7—Chairman, Jiggs Jeffers; Secretary, Thomas A. Jackson. No beefs. Request to have old washing machine removed from laundry. Need toilet paper holders in deck toilet. Spray in mess-room to get rid of the flies.

USAF C-50-1816 (Pan American World Airways), September 3—Chairman, R. H. Bennett; Secretary, Joseph Kornig. Everything running smooth. R. H. Bennett elected ship's delegate. Delegate for each department will turn in repair list to chief engineer. Ship's delegate to check with chief on getting crew a coke machine. Crew had a wonderful time during voyage; no friction at all.

FLORIDA STATE (Everglades), September 9—Chairman, Joseph A. Leslie; Secretary, Druward Moller. Some disputed OT, but no other beefs reported by department delegates. Steward to see company about quality peaches.

FAIRLAND (Sea-Land), September 19—Chairman, A. T. Arnold; Secretary, Walter Newberg. Pete Serano elected new ship's delegate. \$11.05 in treasury. Steward asked to see if he could get mosquito repellent for crew and also if sandwiches could be improved.

OVERSEAS REBECCA (Maritime Overseas), September 17—Chairman, J. D. Mann; Secretary, Joseph A. Long. \$1.00 in treasury. No beefs reported by department delegates. Letter to be sent to Union to ask penalty for non-delivery of mail. Urge headquarters in NY to look into food conditions on Maritime Overseas vessels, especially the meats. Ask the company for a better brand of ice cream. Need new ice trays for icebox, more pitchers for crew mess-room. Request better toilet paper.

PENN TRADER (Penn Shipping), September 2—Chairman, J. P. Austin; Secretary, Daniel Parkman. Everything running smoothly. \$1.96 in treasury. All hands should assist in keeping pantry and messhall clean.

STEEL TRAVELER (Isthmian), August 20—Chairman, Antonio Schiavone; Secretary, J. L. Rodges. One man missed ship in Sasebo, Japan, and rejoined at Incheon, Korea. Three men missed ship in Koe Hainan, Taiwan; one oiler hospitalized in Honolulu. Crew requests that American money be issued for draws in foreign ports instead of travelers checks. \$18.68 in ship's fund. No beefs reported by engine or steward departments. Friction in deck department will be taken up with patrolman at payoff. Crew asked to flush toilet. Stewards department given a vote of thanks.

ALAMAR (Calmar), September 8—Chairman, F. Drozaki; Secretary, L. Hall, Jr. Ship's delegate reported that sink in crew pantry needs to be repaired. Toaster is also needed. Patrolman in ports only bring 3 LOGS to ship; crew requests that more LOGS be put aboard. Discussion on new welfare and vacation benefits. No beefs reported by department delegates.

BENTS FORT (Cities Service), September 7—Chairman, J. Giovanni; Secretary, E. A. Hord. Ship going to shipyard this trip. Crew will pay off and sign on in Linden, NJ. No beefs reported by department delegates. Discussion on cooking and serving of food. Chief cook says 85% of meats are not graded but merely stamped. Patrolman should check on meats and fresh vegetables. Bunk repairs not done. Griddle and one plate on stove not repaired since last request.

ROBIN GRAY (Robin Line), September 8—Chairman, Rocco J. Albano; Secretary, Robert Skloot. Ship's delegate reported everything okay. Two men hospitalized. \$13.57 spent on telegrams and \$13.90 left in treasury. Discussion on vacation and death benefits.

CHILORE (Ore), September 24—Chairman, M. Jones; Secretary, C. Bedell. No beefs reported by department delegates. Saw captain about icebox for pantry and water cooler in port passageway. See patrolman about getting water tanks cleaned as both potable and wash water have been rusty all trip. Slopchest list should be posted.

August 12—Chairman, M. H. Jones; Secretary, C. V. Bedell. No beefs reported. Could not get new icebox. One man missed ship in Baltimore. Have slopchest prices posted. Request bench for recreation room. Return cups back to pantry. Turn off washing machine after use.

CAPE HENRY (Northern), no date—Chairman, Carroll Quinn; Secretary, Robert Saunders. Some disputed OT in engine and steward departments. Crew not receiving any mail or LOGS since company has been in operation. Will take matter up with patrolman. Steward still using too much onion in food.

Patterson KO's Fred Kretzler In Non-Title Checker Match

Two weeks before heavyweight boxing champ Floyd Patterson successfully defended his title, another Floyd Patterson defeated ex-US Navy checker champ and SIU member Fred Kretzler in a non-title marathon checker match aboard the City of Alma (Waterman).

Kretzler, shipping as deck maintenance, lists himself as "American Merchant Marine checker champion." Beaten for the first time in nine years, he reported that the game with Patterson had its share of coincidences.

"First of all," he said, "I was beaten by a certain type of strategy known to checker players as the 'Alma Game,' and that's the same as the name of the ship we played on.

"Secondly," he went on to say, "Patterson (who is third mate aboard the Alma) comes from Atlanta, Ill., and I come from Atlanta, Georgia. And on top of all that," Kretzler concluded, "we played the game on the thirteenth day we had been on the ship."

Kretzler has been playing checkers all over the world for the past twenty years. He said that in about a year, he would be ready to put his "title" on the line in championship competition. He is presently making a coastwise run on the Seatrain Louisiana (Seatrain).

Speaking of Patterson, Kretzler commented: "He's the best player I ever came up against, and I'd like to play him again some time."



Pondering moves, Seafarers Thad Jackson, AB (left), and Fred Kretzler are shown pairing off for a checker match at SIU headquarters several years ago. Kretzler won this game and all others of the past nine years before he met his match in Floyd Patterson, 3rd mate on the City of Alma.

SIU HALL DIRECTORY

- SIU Atlantic, Gulf Lakes & Inland Waters District
PRESIDENT Paul Hall
EXECUTIVE VICE-PRESIDENT Cal Tanner
VICE PRESIDENTS Claude Simmons, Lindsey Williams, Earl Shepard, Al Tanner
SECRETARY-TREASURER Al Kerr
HEADQUARTERS REPRESENTATIVES
BILLORE, Ed Moorey, Fred Stewart
BALTIMORE, 1216 E. Baltimore St. Rex Dickey, Agent EASTERN 7-4900
BOSTON, 276 State St. John Fay, Agent RICHMOND 2-0140
DETROIT, 10225 W. Jefferson Ave. Vinewood 3-4741
HEADQUARTERS, 675 4th Ave., Bklyn HYacinth 9-6900
HOUSTON, 4302 Canal St. Paul Drozak, Agent CAPITAL 3-4089; 3-4090
JACKSONVILLE, 2608 Pearl St., SE., Jax 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 HENLOCK 2-1754
NEW ORLEANS, 630 Jackson Ave. Buck Stephens, Agent TEL. 529-7346
NEW YORK, 675 4th Ave., Brooklyn HYacinth 9-6900
NORFOLK, 416 Colley Ave. Gordon Spencer, Acting Agent 625-6505
PHILADELPHIA, 2504 S. 4th St. Ray Oates, Acting Agent DEWEY 6-3818
SAN FRANCISCO, 450 Harrison St. Bill Hall, Acting Agent DOUGLAS 2-4401
SANTURCE, PR 1313 Fernandez Juncos. Keith Terpe, Hq. Rep. Phone 723-0003
SEATTLE, 2505 1st Ave. Fed Babkowski, Agent MAIN 3-4334
TAMPA, 312 Harrison St. Jeff Gillette, Agent 24-3471
WILMINGTON, Calif 505 N. Marine Ave. Reed Humphries, Agent Terminal 4-2528

Ex-Cop Turned Seafarer Prefers Ships To Bullets

Every once in a while Seafarer Sam Grandee is mistaken for a policeman. In fact, sometimes policemen stop him and start right out talking "shop." There's a reason for this often-made mistake. Grandee really was a police officer a few years back, and the old habits are kind of hard to break.

A native of Croton-on-Hudson, New York, the 32-year-old Seafarer has been sailing with the SIU for about two years. His law enforcement career took place out west—Minot, North Dakota, to be exact, and a highly-successful career it was too.

Grandee was on the Minot police force from 1955 through 1958, and



Pictured during police force days, Sam Grandee now sails in the black gang.

The chase reached Minot and by that time State Police were involved. Grandee recalls taking out after the man and finally capturing him after a 100 mile-per-hour auto chase and a gun duel.

Police work also entailed less exciting jobs, he says, and some of the "little" jobs were really tricky. Minot police had been plagued by hubeap thefts which defied detection. However, some patient investigation and a lucky break revealed a gang which had been making a small living stealing and selling hubeaps.

List Details In Cables To Union

When notifying headquarters by cable or wireless that a Seafarer has paid off in a foreign port because of injury or illness, ships' delegates should include the following information:

The man's full name, his SIU book number, name of the ship, the port of payoff and the hospital where he is being treated.

The response of ships' crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. Be sure to list all of this data so that the SIU can act as promptly as possible.

PHOTOS STORIES POETRY ETC. Send 'em to the Log

Magazine Story

In fact, one of his exploits was the subject of an article in "True Police Stories" magazine in 1959. Grandee was instrumental in capturing a bandit who was fleeing from police in a nearby town.

Seafarer Doubles Up Line— Mixes Stocks And Starlings

From seafaring to "bird proofing" and finance describes the present career of former SIU man Frank T. Young, who came to headquarters last month to visit old shipmates.

Young, who left the sea in 1957 after paying off the Coalinga Hills, is now engaged in two businesses. He is a mutual funds representative, with a Securities and Exchange Commission license, and he also operates the Electrocat Birdproofing Company.

The native of Scotland began sailing on British ships in 1929, when he was only 14 years old. After a few years at sea he settled in South Africa and worked ashore.

But when the second World War was brewing in 1939, Young went back to sea. During the early years of the war he sailed under several flags: British, Norwegian, Panamanian.

"I sailed on any ship that I could," Young says, "until I hit an American ship, and then I stayed." His first US-flag ship was the Marie Melony, a Calmar vessel which he caught in 1943.



Young

Recalls First SIU Ship

"That was my first SIU ship and my first American ship; it's one I won't forget." Young was aboard the vessel when it assisted the Normandy invasion. He recalls when the ship struck a mine, and sustained damage in a bombing off Great Britain.

After the war, Young continued sailing SIU, mostly from the Port of New York as AB, bosun, or deck maintenance.

It was through a shipmate, who had a relative in the bird proofing business, that Young became acquainted with his new trade. Shortly after he married, he left the sea and began setting up his business ashore.

Electrocat is an ingenious system of wiring cornices and other ornamental projections of buildings. The wires produce a mild electric shock which prevents pigeons, starlings, and other birds

from roosting and creating a mess. The whole thing is harmless to man and bird.

Early in 1961, Young also became interested in the sale of

mutual funds, so he studied for an SEC license and became a salesman for a New Jersey investment firm. Now, the Weehawken resident is concentrating on both jobs.

Shipboard Sketches

by Ben Graham



'You say all this happened when you became a bosun?'

Widow Asks For Continued LOGS

To the Editor:

My husband recently passed away after a prolonged illness. Until the time of his death, even after he had dropped out of the maritime industry, he greatly enjoyed receiving the LOG.

I am therefore notifying you of his death so that you may discontinue our LOG subscription if that is your policy.

However, I would like to add that our son (who is 14 years old) enjoys receiving and reading the LOG. If you wish to discontinue our subscription it's okay but, if possible, we would like to continue receiving your paper.

Mrs. Fred Dial

(Ed. note: Subscriptions to the LOG are not cancelled for any reason until requested. We'll be glad to continue sending it to you.)

✂ ✂ ✂

New US Citizen Lauds Union Aid

To the Editor:

On November 13, 1961 I was naturalized as a citizen of the United States to make a 13-year-dream come true. I am therefore writing to express my thanks to our Union and to our president, Paul Hall, for the help and support given me over the years.

The Union's continuing interest in the welfare of aliens who are members of the SIU has always made it possible for us to pay off our respective ships and to get extensions for our necessary stays on the beach in various US ports. Seafarers like myself have always been treated

like every other member of the Union, regardless of citizenship.

Thanks to the Union's help and the never-ending interest of our officials in some of the problems that have developed over the years, I am both honored and proud to be a citizen of the United States today. I can't thank everyone involved enough for the assistance given me.

Eric Joseph

LETTERS To The Editor

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

Oldtimer's Wife Hails SIU, LOG

To the Editor:

You may discontinue sending the LOG to C. F. Martinek as he is having serious difficulty with his eyesight. My husband was a member of the old International Seamen's Union, and manned picketlines at New Orleans and Baltimore in 1921. When the strike was over, he chose to give up going to sea and remained ashore for many years after that.

However, in 1942 Mr. Martinek returned to sea duty as a member of the MM&P and retired as such. He often expressed the opinion that the SIU is the best labor organization in the world. Thank you very much for the pleasure and information that the LOG has furnished us.

Mrs. F. Martinek

Praises Union Assist On Thesis

To the Editor:

I would like to thank the SIU and the various officials at headquarters for the kind assistance given to me this past summer and also during the previous summer in my doctoral study on "occupational choice."

I enjoyed every minute I spent at the hall, and I appreciated the opportunity given to me to talk with the seamen. I sincerely hope that I can produce a thesis worthy of the study.

Is it possible to subscribe to the LOG? I have recently moved to a new address, and because I am still some distance from New York, I won't be able to visit there as often as I would like. My reading your paper will therefore keep me up to date.

Vincent Gagliarducci

(Ed. note: Your name is being added to our mailing list.)

✂ ✂ ✂

Urges Further Pension Changes

To the Editor:

While looking over the result of the recent negotiations, I gave special attention to the new pension plan. I am confident this plan, like others in the past, will be improved upon in the future. I feel, though, that the plan as is isn't very attractive to men who join the Union at a young age.

Suppose a person starts sailing at 20. Under the present plan he will have to go to sea for 45 years before he can be pensioned. This total is based on an average of eight months of actual seetime per year. At

that average, a member will have had 29 years of actual seetime when he reaches 65.

Compare this to a person starting to sail at 42 who will go to sea for 23 years and still have the required 15 years seetime to be pensioned.

As I said, this hardly seems fair to those brothers who start sailing in their younger years. I do not mean to suggest that the plan be changed in any way that would deprive the members that make sailing a part-time career.

What I do suggest is that another plan be considered whereby a member will be pensioned when he gets 18 or 20 years of actual seetime regardless of his age. This plan would be an addition to the present plan and would, I think, round out Union protection so that all members would benefit more equally.

Union representatives are doing their all to get the companies on the ball in forwarding the mail. Yet some companies still seem to hold back the bulky packages that contain the LOGs. News of Union activities is something Seafarers look forward to to keep us informed. In this way we feel a part of the Brotherhood.

I suggest, since headquarters reports cover the important happenings, that these reports be made twice a month and be mailed out in a different and smaller package from the LOGs.

My final suggestion is that three months before future negotiations start, special forms be mailed to all halls and ships informing the membership what the Union is seeking. These forms should also have space for suggestions.

Thomas Alonzo Brown

Your Gear...

for ship... for shore

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

Sport Coats
Slacks
Dress Shoes
Work Shoes
Socks
Dungarees
Frisko Jeans
CPO Shirts
Dress Shirts
Sport Shirts
Belts
Khakis
Ties
Sweat Shirts
T-Shirts
Shorts
Briefs
Swim Trunks
Sweaters
Sou'westers
Raingear
Caps
Writing Materials
Toiletries
Electric Shavers
Radios
Television
Jewelry
Cameras
Luggage



the SEA CHEST

Maritime Roundup

Allen crewmen applying for landing privileges in the US will have to present a passport issued by the country of their nationality starting early next month. The US Immigration and Naturalization Service had proposed the rule earlier and has now made it final. Previously, alien seamen could present a passport document issued by any country. The new rule becomes effective 30 days after December 8, 1961. . . . A British shipbuilding research group is developing a new, more accurate method to measure ship speeds which could sharply cut the costs and time of speed trials. The new idea involves using radar aboard ship to transmit signals that can bounce back from a buoy put over the vessel's stern. The speed of the ship is based on calculation of the time taken for the return of the deflected signals.

An experimental atom-powered buoy began service as a channel warning signal in Arundel Cove, Baltimore, this month. The seven-ton navigational aid is the first tried in a series of Coast Guard experiments on the use of nuclear waste products as a source of elec-

tric power for lighting channel markers and buoys. . . . SIU-contracted Delta Lines has announced a change in the itinerary of its three passenger-cargo ships in the twice-monthly service from Gulf ports to the East Coast of South America. The change, taking effect in January, calls for a stop-over at Bahia, Brazil, on the south-bound half of the forty-day round trip. Seafarers on the Del Mar, Del Norte and Del Sud can send postcards from a new location now.

Seamen should be on the lookout one day for commercial submarines and underwater tankers, according to the country's top nuclear submarine research engineers. At their annual meeting, the engineers proposed that the sub-surface craft be used where surface ships can't navigate, as under the Arctic ice-cap. . . . The Panama Canal Company has announced that it went \$6 million in the red during its past operating year. In a report to its only stockholder, the US Government, the canal authorities said the loss was due to money spent improving and modernizing canal facilities.

PERSONALS and NOTICES

Joseph Sylvester Olejnik
Contact your wife, Mrs. Lena Olejnik, 1445 St. Bernard Ave., New Orleans, La.

Aurelio Flores
Get in touch with your wife, Mrs. Blance Flores, at Mt. Wilson TB Hospital, Mt. Wilson, Md.

Franz R. Schwartz
Mother would like to hear from you. Write V. V. Van Gordon, St. Joseph's Hospital, Room 203, Bremerhaven, Germany.

Income Tax Refunds
The following Seafarers should contact Jack Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco, Calif., regarding income tax refunds:
Margarito Borja, Dao King Chae, Cheung Soa Cheng (2), John J. Doyle (2), Richard Dunfee (2), Ho Young Kong, Steve Krkovich, James Lear (4), Milledge P. Lee (4), Harry Lowther, Francis A.

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

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

NAME

STREET ADDRESS

CITYZONE.....

STATE

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS

CITYZONE.....

STATE

Luiz, John Misakian, Elmer J. Moe (2), Potenciano Paucuba, Clifford Perriera, Marvin E. Satchell (4), John W. Stinger (2), William L. Strike, Weidon O. Wallace, Charles Walsh (3), Ying Ming Wei (2), Ah Sai Wong (2), Ding Hai Woo.

Herbert E. Collins
Telesforo Roman
Joseph R. Richards
Overtime checks from Suwannee Steamship Corp. are being held for you by the SIU headquarters dispatcher.

William R. (Bill) Dixon
The above-named or anyone knowing his whereabouts is asked to contact his youngster's guardian, Sophia F. Baker, RN, 1315 S. 26th Place, Lawton, Okla., ELgin 5-4377.

Ex-Coe Victory
Will pay \$50 to recover silver belt buckle with initials "FNC" lost on SS Coe Victory on July 8. No questions asked. F. N. Cain, 432 Washington St., Bay St. Louis, Miss.

Milton K. Burgner
Contact Mrs. Page Burgner, PO Box 343, Bowie, Md.

Maynard Farsbatter
Contact Mrs. Nancy Alquist, Bureau of Public Assistance, Los Angeles County, Calif.

Louis V. Coffey
Important. Contact Cliff Malners aboard SS Monarch of the Seas, Waterman SS Corp., Mobile, Ala.

Billy C. Ward
Contact your home immediately.

Norman Krumm
Anyone knowing the whereabouts of the above-named is asked to contact his wife, Mrs. Norman Krumm, of Luck, Wis.

Ed Niemi
LOG is holding package of small radio tubes for you.

William A. Granger
Get in touch with your mother at 1819 W. Grace St., Richmond, Va.

Ex-Steel Designer
All persons having knowledge of a leg injury sustained by Frank M. Puglisi on August 16, 1961, while

SIU BULLETIN BOARD

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

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected by the contracts of the SIU Atlantic, Gulf, Lakes and Inland Waters District, and by Union shipping rules, which are incorporated in the contract. Get to know your shipping rights. If you feel there has been any violation of your shipping or seniority rights, first notify the Seafarers Appeals Board. Also notify SIU President Paul Hall at headquarters, by certified mail, return receipt requested.

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

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

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

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

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

the Steel Designer was in the Welland Canal, are asked to contact Louis R. Harolds, 38 Park Row, NY, NY.

Ex-Overseas Joyce
The following Seafarers can pick up unclaimed wages from Maritime Overseas Corp., 61 Broadway, NY, NY:

John W. Gibson, Laurence Rainchuck, Jose Madurei, Alfred E. Hawse, James W. Canard, Raymond D. Stafford, James I. East, Nicholas de Los Santos, Floyd D. Kelley, Rigardo A. Rodriguez, Fred D. Peterson, George L. Baugh, John W. Morris, Floyd S. Crumpler, Ed R. Connolly, Felix Cardona, Malcolm E. Taggart, Swindell W. Lewis, Pedro Mena, Charles B. Eagleson, William G. Hay, James H. Shearer, Woodrow W. Spivey, Thomas S. Johnson, Leon Hebert, Leo Willis, Michel Megulisoglou, Antonio Carrano, Cruz Mata.

Charles Nail
Contact Pat at PO Box 433, Wilmington, Calif., about your income tax check.

William H. Mason
Contact Mrs. Iris Stone, 601 W. 35th St., Norfolk, Va.

Reginald P. Sirois
You are asked to contact your sister, Lucille.

J. L. Roberts
Contact Mrs. Pauline Moore of Moore & Co. Realtors about a buyer for your land at 8202 Erath St., Houston, Texas.

Jose Serrano
Urgent. Contact Victor Manuel Serrano Torres, Box 545-G, Number 404 Rio Piedras, Puerto Rico.

Charles Palmer
You are asked to get in touch with Aubrey Wiggins at 201 Page Ave., Mobile, Ala.

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, four 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.



Another year's articles have been completed by the members of the SIU. The holiday season has arrived, marking the close of 12 more months of progress and solid accomplishment in the interests of all Seafarers, boatmen and other marine craft workers who make up the SIU family. Wherever they happen to be, whether aboard a vessel at sea, home at anchorage with their loved ones or in some distant port around the globe, for all hands this is a time of festive activity.

Seafarers may find themselves setting up the holiday tree while sailing through tropic waters or may welcome the New Year as their vessel fights to make headway in an Atlantic gale, but the spirit of the season is with them all the same. The order of the day calls for special meals and all the trimmings while business as usual continues. This is in the tradition of seagoing men and all SIU members.

The SIU thus pauses on this occasion to extend greetings and good wishes to all at sea or ashore for an enjoyable holiday season and smooth sailing in the year to come.

Seafarers International Union

Atlantic, Gulf, Lakes & Inland Waters District, AFL-CIO

