



Payoff. One of many Seafarers who cashed in on their SIU vacation pay as total payments topped \$25 million, Ivey Cox, AB, collected check from SIU Welfare Rep. H. Troxclair in New Orleans. Patrolman R. Jordan looks on. (Story on Page 3.)

Labor Backs SIU Fight On Bonner Bill

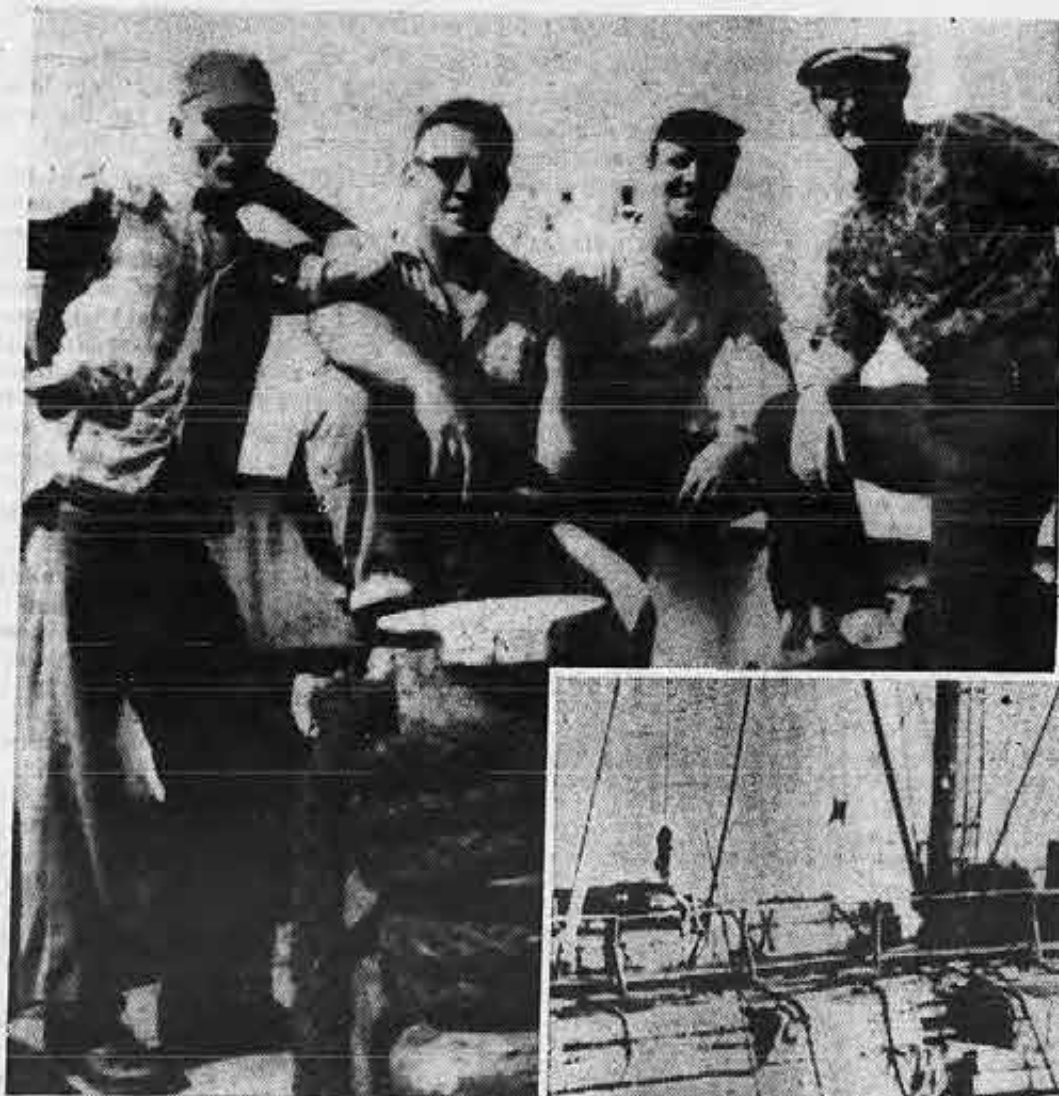
Story On Page 3

RR Arbitration Put Into Law

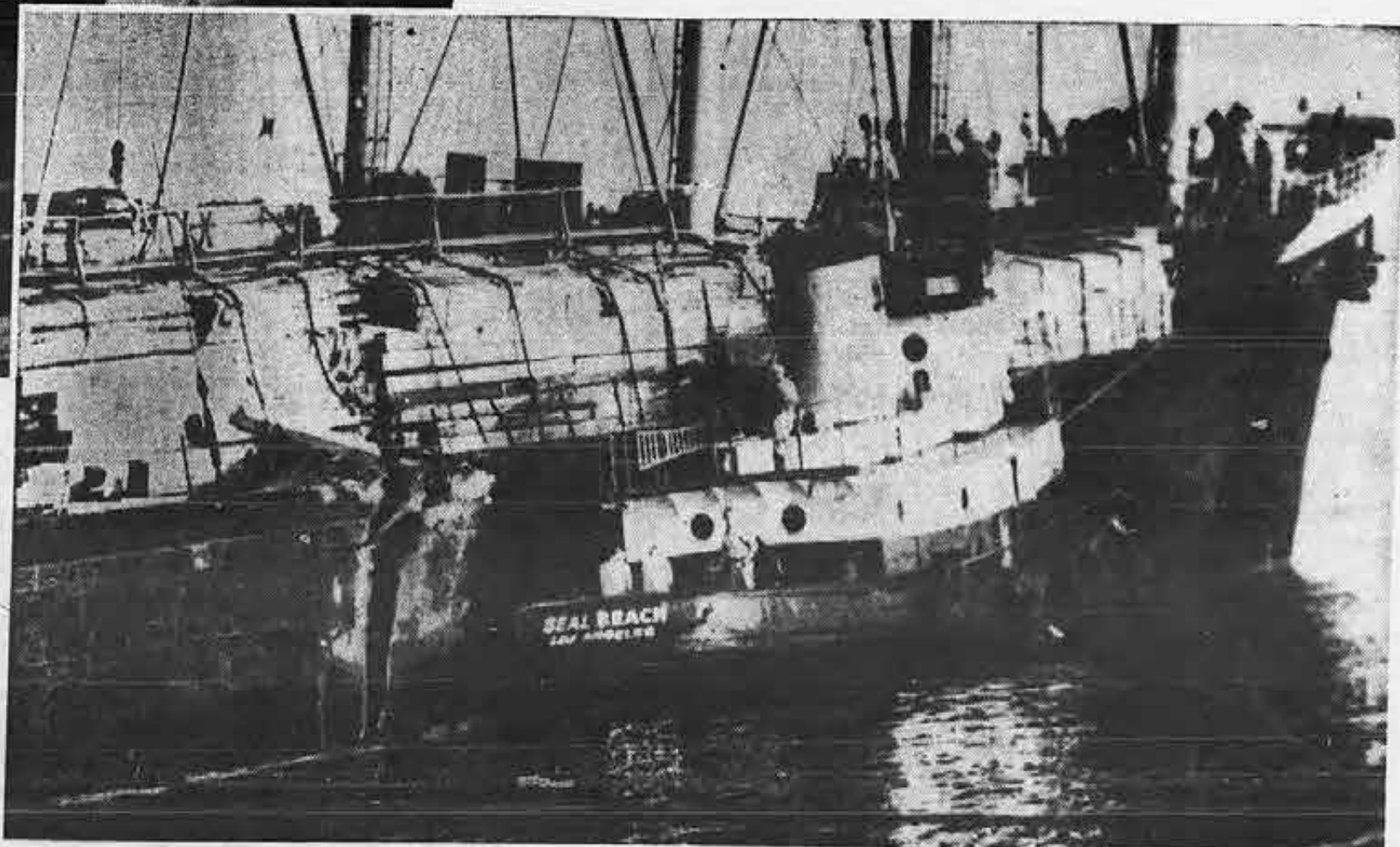
Story On Page 3

SIU SHIPS COLLIDE OFF WEST COAST--- ALL HANDS SAFE

Story On Page 2



Crash Scene. Four SIU men on the the Calmar freighter Massmar are pictured after collision involving the SIU-manned ship and the Matson Line vessel Sierra (at right) outside Los Angeles Harbor last week. Both ships suffered some damage but there were no injuries reported. The quartet above (l-r) includes Allen Cooper, oiler; Frank Holland, deck engineer; Leo Wills, wiper, and Jack Repsch, OS. (Story on Page 2.)



SIU, West Coast Vessels In Collision; No One Hurt

LOS ANGELES—An early-morning collision between two freighters—the outbound SIU-manned Massmar (Calmar) and the inbound Matson ship Sierra — took place on August 26 at the entrance to the harbor here, resulting in damage to both vessels but no reported injuries on either ship. The Sierra is manned by the SIU Pacific District.

The collision reportedly tore a 25-foot hole in the Sierra's starboard side at the water line, causing an estimated 35 degree list which was soon after corrected. The Massmar apparently suffered only minor damage to her bow.

According to reports, the Calmar Line freightship was outbound for San Francisco with a cargo of steel when it collided with the Sierra. The Matson vessel was arriving from San Francisco to top off a load of deck lumber before heading out on an offshore voyage to the South Pacific.

The Sierra took on water immediately after the impact, and was at first thought to be in

danger of capsizing. However, prompt action by officers and crew in adjusting oil and water ballast partially righted the ship.

By the time tugs arrived in response to an emergency call, the Sierra was listing about eight degrees, and maintained this list as she was pushed and pulled into Matson's Wilmington pier. The Massmar also returned to port for a survey of her damage.

Hearings held last week by the Coast Guard on the cause of the

accident produced mixed testimony from crewmembers of both vessels.

The chief officer and third mate of the Massmar testified that they saw the Sierra approaching. They said warning bells were sounded but they heard no reply. The location of the collision was about 200 yards outside the Los Angeles breakwater, a small area, where all ship traffic, inbound and outbound, converges. An issue over whether the area was covered with fog also developed in further testimony by officers. As a result, the Coast Guard is continuing its investigation of the circumstances.

The skipper of the Sierra maintained that at the time of the collision, at 5:18 AM, visibility was good and he could see the harbor lights at a distance of three miles.

Two tugboats, six Coast Guard vessels and a helicopter rushed assistance to the scene when it appeared that the Sierra, a C-3 freighter, might capsize. The Massmar, a Liberty, required no assistance to return to port.



Seafarer Jack Repsch, OS aboard the Massmar (Calmar) checks bow for damage from last week's collision with US freighter Sierra, manned by SIU Pacific District crew. Both ships were damaged in the mishap off California coast.

SIU Ship Retrieves Jet Crash Debris

MIAMI—Debris spotted floating in waters near Bermuda by the SIU-manned Sea-Land containership Azalea City has been positively identified as coming from two Air Force KC-135 jet tanker planes which presumably collided in mid-air on August 28 after completing a refueling mission.

The Azalea City spotted the debris midway between Nassau and Bermuda. The Sea-Land vessel stood by the wreckage until the Coast Guard cutter Owasco arrived on the scene. Among the debris were three empty liferafts, a yellow rubberized exposure suit, bits of aircraft paneling and a flyer's helmet bearing the name of one of the planes' missing crewmen.

The two Strategic Air Command jet tankers were returning to Homestead Air Force Base near here after the aerial refueling of two B-47 jets. The planes lost contact with the Homestead tower about 300 miles west of Bermuda.

The Air Force called off its extensive but futile search for the missing planes and their eleven crewmembers on September 2. At one time, up to 50 planes and 36 ships in the vicinity were reported to have taken part in the search for the airmen.

Air Force spokesmen declined to comment about the possible causes of the disappearance of the planes, which were on a classified refueling rendezvous. The planes have a range of 4,500 miles and a cruising speed of 600 miles an hour. They would have run out of fuel at

6 PM, Wednesday, August 28, a few hours after they were first reported missing.

The wreckage retrieved by the Azalea City was one of the few signs found by air or sea craft concerning the mishap. The ship was on its way north from Puerto Rico when it picked up the debris.

Earlier, on a previous trip, the Azalea had a mishap of its own, when it ran aground off Ponce, Puerto Rico, in August. The ship was refloated off a sandy bottom with the aid of tugs and divers after four days. No injuries to crewmembers were reported.

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Co's Hit Seatrain Sale Bid

WASHINGTON—A \$5.6 million bid by a large Chicago-based freight company to purchase control of SIU-contracted Seatrain Lines is being vigorously opposed before the Interstate Commerce Commission by motor carriers and trucking associations.

Lasham Cartage Company filed an application for ICC permission to purchase control of Seatrain last summer. Lasham is a freight forwarding company owned by the United States Freight Company, a holding company that owns many of the largest freight forwarders.

In opposing the application, the motor carrier organizations contend that the purchase would violate the Interstate Commerce Act which forbids freight forwarders from controlling other carriers.

The motor carriers pointed out that "it is clear that US Freight is the true purchaser of Seatrain," since it has agreed to provide Lasham with the necessary funds for the purchase. The motor carriers' brief reported that the purchase price offered for Seatrain amounts to ten times Lasham's reported assets.

In addition to violating the Interstate Commerce Act, the carriers argue, the application would enable certain freight forwarders to control their underlying mode of transportation and thereby greatly improve their competitive position to the detriment of other carriers.

Lasham has been a pioneer in piggyback service in which loaded truck trailers are carried on railroad flatcars. The company has co-ordinated piggyback service with "fishyback" service in which mail shipments travel to the Caribbean islands via railroad to Miami and then by boat.

Seatrain operates in domestic service between Edgewater, NJ, and New Orleans, Texas City and San Juan, Puerto Rico.

Lauds SIU Aid In Canada Beef



Welcomed to New York, Leonard J. McLaughlin, executive vice-president of the SIU of Canada (left), is greeted by Seafarers after he spoke at Monday's SIU headquarters membership meeting. McLaughlin reported on status of Canada SIU dispute with Upper Lakes Shipping Company and thanked SIU for its support. Seafarer Rafael Caraballo provides the handshake, while Rafael Cabano and E. P. Rosenqvist look on.

AFL-CIO Disputes Plan Seen Working Effectively

WASHINGTON—The AFL-CIO Internal Disputes Plan is demonstrating increasing effectiveness as an instrument for resolving inter-union differences. The success of the Federation's mediation machinery was highlighted in AFL-CIO President George Meany's recent report to the Executive Council which showed a sharp decline in the number of complaints.

In the seven and one-half month period of 1963 covered by the report, only 54 complaints were filed. In the entire year of 1962, a total of 155 complaints were submitted.

209 Cases Handled

Since the Federation established the Internal Disputes Plan in December, 1961, a total of 209 cases have been handled. Of these, 123, or 60 per cent, have been resolved by mediation, the first step in the

procedure. Eighteen cases are still in the process of mediation.

The Federation's Impartial Umpire has made determinations in 55 cases and in 40 of them found that the AFL-CIO constitutional provisions governing internal disputes were violated.

Under the procedures of the Plan, appeals from the Impartial Umpire's determinations may be made to the Executive Council subcommittee set up for this purpose. The Council subcommittee has denied 19 of the appeals referred to it and also referred one case to the entire Council.

Of the 11 cases of non-compliance with the determinations of the Impartial Umpire that had been reported, the Executive Council subcommittee was able to bring six of the non-complying unions into compliance. One case is pending.

Sanctions Put On NMU

Only the National Maritime Union and one other union have not complied with the rulings of the Impartial Umpire. The NMU has refused to comply with rulings issued in two cases. One involves its attempted raid on SIU-contracted jobs aboard Robin Line—Moore-McCormack vessels and the other its grab of engineers' jobs held by members of the Marine Engineers Beneficial Association aboard ships of the Isbrandtsen division of American Export Lines.

Late last month, the NMU was found guilty on two additional counts of violating Internal Disputes procedures. The latest violations resulted from NMU actions during MEBA negotiations for a contract covering the nuclear-powered ship Savannah last May. These rulings marked the fourth time the NMU has been found guilty of violating the AFL-CIO constitution.

As a result of the NMU's refusal to abide by the previous decisions of the Impartial Umpire, the Federation imposed sanctions against the NMU. The sanctions are still in effect.

Tuna Brand Has SIUNA Union Label

LOS ANGELES—Seafarers and their families in the market for some tasty and nourishing canned tuna are advised to keep on the lookout in their favorite stores for "Breast-O'-Chicken" tuna bearing the SIUNA label.

"Breast-O'-Chicken," like many other nationally-known tuna brands, is packed by SIUNA-affiliated fish cannery workers in this area.

The SIUNA label will appear on the cans through arrangements completed by the Union Label and Service Trades Department of the AFL-CIO and the Westgate-California Corporation, which employs the cannery workers. The union label on the can attests to the fact that the product is 100 percent union-made by union workers.

All SIU members and their families are urged to give the "Breast-O'-Tuna" brand their full support and to ask for the product with the union label when they shop for tuna.

Labor Joins SIU Vs. Bonner Bill

Gov't Hits Railroad Labor With Forced Arbitration

WASHINGTON—For the first time in US history, the Federal Government imposed compulsory arbitration on a labor-management dispute when President Kennedy signed a bill last week authorizing a seven-man board to hand down a final and binding decision in the four-year-old railroad work rules disputes within the next 90 days.

The five rail unions involved called the enactment of compulsory arbitration legislation "a backward step in the preservation of the rights of workers."

A bill calling for compulsory arbitration of the two key issues in the dispute between railroad management and labor was passed by the Congress and signed by the President on August 28. The railroads were scheduled to put into effect on August 29 work rules that would have begun the elimination of 32,000 firemen's jobs and reduced the size of train crews. This would have touched off a national strike by the rail brotherhoods to protect their members' jobs.

Previously, the rail unions and management had agreed in principle to voluntary arbitration on the two issues, but a stalemate developed over procedure. The unions wanted to settle the smaller issues first, then go to the key issues. Management insisted on arbitrating as the first step.

It was apparent that the railroads, acutely conscious of the pressure of threatened compulsory arbitration on the unions, were in no hurry. H. E. Gilbert, president of the Brotherhood of Locomotive Firemen, said that the railroads had maintained an attitude of "no settlement on other than our terms . . . Whenever we seemed near agreement, management would create a new area of disagreement."

Earlier in the summer, the President recommended that the issues be submitted to the Interstate Commerce Commission for a decision, and hearings were conducted by the Senate Commerce Committee on the proposal. SIU President Paul Hall, on behalf of the Union's railroad tug workers, appeared before the Committee and voiced opposition to compulsory arbitration of the issues.

AFL-CIO President George Meany also urged the creation of a joint Congressional committee to supervise continued bargaining by

Keep Bonner Bill Protests Coming!

Seafarers and all trade unionists are urged to keep sending protests to the House Merchant Marine and Fisheries Committee against the Bonner anti-strike proposal for maritime. Individual letters and messages are the best way to let Congress know how seamen and the rest of the AFL-CIO labor movement feels about this legislation (HR 1897). Protests should be sent to the House Merchant Marine and Fisheries Committee, House Office Building, Washington, DC, as well as to individual Congressmen.

40 Union Groups Back SIU Fight

The SIU's fight against the proposed Bonner bill, which would restrict free collective bargaining and curb the right of maritime unions to strike, gained increasing support this week as AFL-CIO international unions and state and local central labor bodies from many sections of the country joined in vigorous opposition to the measure.

In response to an SIU alert concerning the bill's dangers, 40 union organizations registered their objections to the Bonner proposals.

The bill, HR 1897, is currently under consideration by the House Merchant Marine and Fisheries Committee, whose chairman, Rep. Herbert C. Bonner (D-NC), sponsored the measure.

When it was introduced originally last January, the Bonner Bill provided for compulsory arbitration of labor-management disputes in the maritime industry. Strong condemnation of the bill by the SIU, the AFL-CIO Maritime Trades Department and other sections of the maritime industry and organized labor resulted in the elimination of the compulsory arbitration feature last month.

A revised bill was introduced which would subject maritime unions to delaying and stalling procedures in pursuing their right to strike during a dispute with management. In its present form, the Bonner bill would set up various procedures which would bar a

union from striking for 150 days, the last 90 days of which are designed to allow Congress to legislate action suggested by the President.

The SIU immediately condemned the revised bill, as did the Maritime Trades Department. SIU President Paul Hall also notified the various AFL-CIO international unions of the dangers inherent in the proposed legislation. He said it is "still a bad piece of legislation for the unions because it would throttle free collective bargaining . . ." Hall pointed out that the revised proposal poses "a dangerous precedent for dealing with all labor-management disputes."

The SIU message immediately resulted in a storm of protests by different AFL-CIO unions and labor groups, stressing their wholesale opposition to any legislation of this type. Their support, Hall noted this week, "reinforces the

(Continued on page 15)

both sides without recourse to final and binding arbitration by a Government agency.

On the provisions of the new (Continued on page 10)

SIU Plan Eyes 'Second \$25 Million'

Vacation Payments Pass Record Total

NEW YORK—SIU Vacation Plan payments to Seafarers easily topped the \$25-million-figure last month, with vacation cash now being collected by SIU men at a rate of more than \$5 million per year. All Sea-

farers, regardless of rating, have been accumulating vacation benefit credits at the annual rate of \$800 since last October 1.

The \$25 - million - mark was reached on Friday, August 23, based on a tally of cumulative vacation payments to SIU seamen since the program began. The amount reported paid out when the last issue of the LOG went to press was \$24,983,371.47.

Just Another Day

No one check was singled out to mark the record total, because of the accounting problems involved. Records are kept on a daily and weekly basis only, and payments continued on, right through the day when the high mark was reached. (See photos below.)

The vacation program has proven to be one of the most popular benefits for Seafarers, because it represents a ready reserve of cash whenever an SIU man accumulates discharges amounting to 90 days or more on SIU-contracted vessels. At the \$800 yearly rate, this represents a current vacation payment of \$200 for every 90 days worked.

Under the SIU plan, payments are made regardless of the number of ships and companies involved in a Seafarer's seetime, and there is no requirement that he

must get off a ship in order to collect.

This was the original basis for the Union's vacation program when it was established in 1952, and it remains the same today.

The increase to an \$800 annual rate was the sixth general increase across the board in benefits since the Plan initiated a \$140 yearly rate in 1952. The increase was negotiated with SIU-contracted operators in June of 1962.



Flanked by John Cormier (left) and Terrell Lambert, Seafarer Pao Ching Lee looks over bundle of cash representing SIU vacation pay benefits of \$591.79 he received last week at headquarters. Lee just came off the Steel Flyer (Isthmian). The cash gets the attention of all three men here, who ship out in the deck department.

Seafarer David Van Horne, FWT (left), receives vacation check for gross of \$688.22 from SIU Headquarters Rep. Ed Mooney after trip on the Coe Victory (Victory Carriers). Top photo shows vacation staffers P. Iovino, M. Taddeo, H. Paddock, B. Lapi, J. Cunningham and supervisor Jack Katz, who process all payments for NY and outports.

'Top Secret' - 409 US Runaways

WASHINGTON — A "classified" document listing 409 runaway ships registered by American owners under the Panamanian, Liberian and Honduran flags as of April 1, 1963 has been declassified and released by the Senate-House Joint Economic Committee.

The list includes those runaway vessels which are considered by the Navy to be under "effective US control" and therefore available to the US in case of an emergency.

The disclosure of the report was incidental to the Joint Committee's probe of the US balance of payments deficit. The hearings were suspended several months ago but the report will be incorporated into the record when the committee reconvenes.

Of the total 409 runaways listed, 145 are dry cargo vessels and 264 are tankers. Dry cargo ships under the Honduran flag number 12; under the Liberian flag, 112, and under the Panamanian flag, 21. The tanker breakdown shows that there are 168 such vessels registered under the Liberian flag, 95 under the Panamanian flag and 1 under Honduran registry.

Out of the total of 145 dry cargo ships registered under the "Pan-LibHon" flags, 133 were built since 1940. All told, 258 of the 264 tankers registered as runaways were built since 1940.

According to the report, the 145 dry cargo ships account for 1.5 million gross tons and 2.7 million deadweight. The 264 tankers represent 5.2 million gross and 8.4 million in deadweight tonnage.



SEAFARERS ROTARY SHIPPING BOARD



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

Report Period: August 16 - August 31, 1963

Shipping for SIU men showed a whopping increase this period after a two-week lull. The total number of Seafarers dispatched to jobs climbed to 1,545, as several ports reported increased activity all along the line. The total last period was 1,303 jobs shipped.

The registration figure also showed a very small boost to 1,583, compared to 1,568 last time. All of the gain in registration during the two weeks was in the steward department, since the deck and engine registration actually dropped. In the process, the amount of men left on the beach by the end of August declined to 4,133.

Job activity was heaviest in the deck and engine departments in the course of the general upturn. In the various ports, New York, Norfolk, New Orleans, Houston and all of the West Coast posted shipping gains. Boston,

Baltimore, Jacksonville and Mobile all stayed about the same as in the previous two weeks, with Jax still particularly busy and Mobile continuing slow. Tampa also showed some gain, but Philadelphia again fell way off.

The shipping boost was paced by a rise in ship activity for most ports. The number of payoffs, sign-ons and in-transit ship visits rose to 273, the highest this figure has been since May. (See right.)

Total shipping by each of the three seniority groups also showed some marked changes. Class A shipping dropped back to about 54 per cent, class B shipping increased to a 37 percent portion of the total and class C activity declined to 9 percent. Since the class A portion was 59 percent for the first half of August, this indicates "A" men were holding back on jobs this period.

Ship Activity

	Offs	Sign On	In Trans.	TOTAL
Boston	2	0	2	4
New York	19	4	22	45
Philadelphia	2	0	8	10
Baltimore	6	8	22	36
Norfolk	4	2	3	11
Jacksonville	2	3	5	10
Tampa	1	0	7	8
Mobile	4	2	6	12
New Orleans	11	12	17	40
Houston	7	5	47	59
Wilmington	1	1	5	7
San Francisco	5	5	7	17
Seattle	5	3	6	14
TOTALS	71	45	157	273

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	1	4	0	5	0	0	1	1	0	2	1	3	0	0	2	2	0	0	0	0	3	2	0	5	10	18	2	30	0	1	7	8			
New York	23	45	9	77	5	23	13	41	29	49	8	86	3	20	26	49	0	2	6	8	86	49	8	143	87	143	31	261	7	43	76	126			
Philadelphia	6	9	5	20	1	3	6	10	0	4	3	7	0	0	2	2	0	0	0	0	7	2	0	9	20	38	15	73	0	7	16	23			
Baltimore	11	22	9	42	0	5	10	15	7	21	1	29	1	9	12	22	1	2	0	3	29	22	3	54	38	54	22	114	0	9	31	40			
Norfolk	6	4	0	10	2	3	2	7	9	11	0	20	3	1	7	11	0	5	2	7	20	11	7	38	9	10	0	19	0	4	10	14			
Jacksonville	1	9	1	11	1	3	1	5	5	10	5	20	0	0	3	3	0	0	1	1	20	3	1	24	11	10	1	22	3	10	6	19			
Tampa	2	3	1	6	0	0	0	0	0	2	0	2	0	1	0	1	0	1	0	1	2	1	1	4	3	8	5	16	0	2	2	4			
Mobile	10	10	3	23	0	2	2	4	3	7	1	11	0	0	2	2	0	0	0	0	11	2	0	13	34	43	8	85	0	7	18	25			
New Orleans	36	60	9	105	8	24	36	68	32	50	8	90	3	24	37	64	0	0	2	2	90	64	2	156	81	101	18	200	8	48	90	146			
Houston	22	20	5	47	1	11	17	29	18	28	10	56	8	7	14	29	0	3	1	4	56	29	4	89	52	63	5	120	2	23	28	53			
Wilmington	4	6	0	10	0	2	6	8	1	3	2	6	2	3	1	6	1	1	0	2	6	6	2	14	11	9	0	20	0	2	10	12			
San Francisco	10	12	3	25	2	10	8	20	4	12	4	20	1	7	3	11	0	4	4	8	20	11	8	39	22	27	5	54	6	24	14	44			
Seattle	5	10	4	19	1	6	5	12	5	10	6	21	2	5	6	13	0	0	1	1	21	13	1	35	27	21	5	53	5	15	12	32			
TOTALS	137	214	49	400	19	92	107	218	113	209	49	371	23	77	115	215	2	18	17	37	371	215	37	623	405	545	117	1067	31	195	320	546			

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	0	5	0	5	1	1	1	3	0	1	0	1	0	0	1	1	0	0	1	1	1	1	3	2	14	2	18	3	4	5	12				
New York	10	36	8	54	2	25	17	44	11	46	5	62	8	12	19	49	0	4	8	12	62	49	12	123	48	138	18	204	17	61	51	129			
Philadelphia	2	6	1	9	0	7	3	10	0	3	0	3	0	3	1	4	0	1	1	2	3	4	2	5	5	28	12	45	1	9	11	21			
Baltimore	5	19	4	28	0	8	8	16	3	14	1	18	1	8	4	13	0	1	0	1	18	12	1	31	14	49	5	68	0	29	27	56			
Norfolk	3	9	0	12	0	1	3	4	3	9	3	15	0	3	6	9	0	5	3	8	15	9	8	32	5	18	1	24	0	5	4	9			
Jacksonville	1	4	1	6	2	6	5	13	0	4	1	5	0	5	2	7	1	1	1	3	5	7	3	15	3	9	2	14	4	9	6	19			
Tampa	1	2	0	3	0	2	2	4	1	2	1	4	0	2	1	3	0	1	0	1	4	3	1	8	2	7	0	9	0	2	2	4			
Mobile	1	11	1	13	2	2	6	10	2	6	4	12	3	1	2	6	0	0	0	0	12	6	0	18	12	35	2	49	2	17	16	35			
New Orleans	17	47	7	71	3	36	27	66	12	44	7	63	3	38	20	61	0	3	2	1	63	61	5	129	32	90	13	135	10	59	79	148			
Houston	6	33	1	40	2	21	20	43	2	28	3	33	1	44	11	56	0	4	0	4	33	56	4	93	21	62	7	90	4	32	44	80			
Wilmington	2	3	0	5	1	1	2	4	5	4	2	11	0	5	1	6	0	1	0	1	11	6	1	18	8	13	1	22	0	5	6	11			
San Francisco	7	13	3	23	1	3	6	10	1	9	2	12	1	1	3	5	1	7	5	13	12	5	13	30	11	32	6	49	1	4	13	18			
Seattle	2	20	2	24	1	7	4	12	3	22	3	28	0	0	4	4	0	1	0	1	28	4	1	33	7	33	4	44	0	12	12	24			
TOTALS	57	208	28	293	15	120	104	239	43	192	32	267	17	132	75	234	2	29	21	52	267	224	52	543	170	528	73	771	42	248	276	566			

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL Shipped				Registered On The Beach CLASS A				CLASS B									
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP									
	1-S	1	2	3	ALL	1	2	3	ALL	1-S	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1-S	1	2	3	ALL	1	2	3
Bos.	0	2	0	1	3	0	0	0	0	1	0	0	1	1	0	0	1	1	0	0	1	1	1	3	3	3	2	5	13	0	0	3	3					
NY	8	19	6	15	48	2	1	22	25	7	9	2	17	35	2	1	18	21	0	0	8	8	35	21	8	64	34	61	40	99	234	10	2	50	62			
Phil.	1	1	1	4	7	0	0	4	4	0	2	2	2	6	0	1	3	4	0	1	2	3	6	4	3	13	5	8	7	11	31	1	1	14	16			
Bal.	3	4	6	15	28	0	1	7	8	3	6	2	10	21	0	0	8	8	0	0	6	6	21	8	6	35	17	26	17	37	97	1	5	22	28			
Nor.	1	4	2	2	9	2	1	5	8	2	3	1	2	8	0	0	5	5	1	3	10	14	8	5	14	27	2	6	4	4	16	1	3	7	11			
Jac.	0	3	1	1	5	0	1	1	2	0	3	1	3	7	0	0	5	5	0	2	2	4	7	5	4	16	0	4	2	4	10	0	2	4	6			
Tam.	1	0	2	3	6	0	0	0	0	0	0	0	2	2	0	0	0	0	1	2	2	0	2	4	1	1	2	10	14	0	0	1	1	1				
Mob.	2	3	0	2	7	0	1	11	12	0	3	3	2	8	0	0	1	1	0	0	0	0	8	1	0	9	9	19	12	23	63	0	1	28	29			
NO	1	29	13	39	82	4	1	39	44	1	19	3	31	54	0	1	45	46	1	0	5	6	54	46	6	106	13	41	24	83	161	7	5	101	113			
Hou.	5	12	6	11	34	11	0	25	36	2	9	4	10	25	0	1	26	27	0	0	0	0	25	27	0	52	20	21	15	23	79	6	0	32	38			
Wil.	3	4	1	2	15	0	0	1	1	0	3	0	3	6	0	1	1	2	0	0	0	0	6	2	0	8	2	5	3	3	13	0	0	2	2			
SF	4	5	3	2	14	0	1	2	3	2	0	1	1	8	0	0	4	4	0	0	8	8	4	8	20	7	14	7	20	48	0	2	11	13				
Sea	3	3	4	5	15	3	4	15	22	0	2																											



Seafarer Louis E. Salazar (center) collects his first SIU pension check for \$150 at headquarters from SIU Welfare Rep. John Dwyer, as his wife Rose looks on. Salazar shipped for the last time on the Frances (Bull) in the deck gang. He lives in the Bronx, NY.

European Tanker Owners Set Plan To Scrap, Lay Up Ships

LONDON—A plan sponsored by the International Tanker Owners Association to stabilize the tanker market and raise tanker charter rates by scrapping obsolete tanker ships and laying up others is tentatively scheduled to begin next week.

The "International Tanker Recovery Plan" has received the necessary formal approval of 75 percent of member-tanker owners from France, Britain, Germany, Greece, the Netherlands, Italy, Norway and Sweden.

An initial three-year plan is a cooperative venture open to tankers of more than 15,000 deadweight tons built in or after 1947. To qualify for the plan, participat-

ing owners must register all of their eligible tonnage.

To Raise Rates

The heart of the plan involves a move to raise charter rates by removing many ships from the trade. Under the plan, owners will pay an entry fee of about \$14.20 a ship and an equal annual fee for each vessel. This money will go into a central fund. They will also contribute about 17 cents monthly for each deadweight ton to a general fund, pro-rated so that the maximum basic contribution is equivalent to the basic rate on 40,000 tons. Such contributions will be made only on active vessels.

This general fund will be used to pay lay-up and scrapping allowances. An owner who puts his vessel into lay-up will be paid a maximum rate of 70 cents a ton a month. Allowances for lay-ups will also be pro-rated to a basic rate on 40,000 tons and will be scaled down according to the age of a ship.

As for scrapping allowances, it is believed that an 18,000-ton tanker about 12 years old and due for survey in 18 months would receive

a scrapping allowance ranging between \$185,000 and \$210,000.

Oil companies, which own about 35 percent of the 67 million deadweight in free world tanker tonnage are not eligible to join the plan. Meanwhile, new tanker construction is still booming, according to a report by British analysts. Contracted tanker tonnage on order is the highest for three years, they report, with the contracted total at the end of June standing at 14.8 million deadweight tons. This represents an increase of over 3 million tons since the beginning of the year.

Four More SIU Men Retire On Pensions

NEW YORK—Four more Seafarer oldtimers just joined the ranks of SIU members now enjoying leisure and retirement, as a result of trustee action last week approving their applications for lifetime Union pensions of \$150 monthly.

The approval of this group of pensioners boosts the total number of Seafarers approved for retirement benefits this year to 77. A check of the shipboard departments served in by the newly-retired veterans shows that three shipped on deck and one in the engine department.

Included in the group of new pensioners are the following: Adelbert T. Arnold, 53; Luis Salazar, 59; Philip Colca, 56, and Fred Blichert, 63.

Arnold is a native of Connecticut who joined the SIU at New York in 1944. Shipping in the deck department, he's a veteran of 21 years at sea and last sailed aboard the Steel Age (Isthmian). Arnold now makes his home at Madison, Connecticut.

Born in Venezuela 59 years ago, Salazar became a member of the SIU in 1940 when he joined up at New York. After spending 23 years at sea in the deck depart-



Colca Blichert

ment, Salazar has signed off his last ship, the Frances (Bull). He'll spend his retirement years with his wife Rosa in New York.

A native of Louisiana, Colca also has been sailing for 23 years. Since joining the SIU at New Orleans in 1939, he has sailed on many ships, the last of which was the Del Sud (Delta) in the deck department. His permanent address will be in New Orleans during his retirement years with his sister, who is listed as next of kin.

The sole member of the engine department in the new group of

pensioners, Blichert is a native of Denmark who has been sailing for 21 years. His last ship was the Andrew Jackson (Waterman). He joined the SIU at Norfolk in 1944 and now makes his home in New York. His next of kin is listed as his brother, William Blichert, of Chicago.

Manhattan Sails With Grain Haul

NEW ORLEANS—The SIU-manned supertanker Manhattan left her berth at the Destrahan grain elevator here and is enroute to Pakistan with 100,000 tons of US Government-financed grain. The 106,658-ton vessel departed on August 25 despite an attempt by the American Tramp Shipowners Association to obtain an injunction that would prevent the sailing.

The injunction threat had its origins in the fact that the Manhattan will have to unload her cargo into smaller ships for discharge at Chittigong and Chalna in Pakistan. The inner harbors in these ports are not deep enough to accommodate the mammoth supertanker when it is fully loaded.

The transfer vessels that will be used will not fly the American or Pakistani flag, and this led to the claim by the tramp operators that the grain is therefore not being transported overseas by a US-flag vessel.

A further contention was that the Manhattan is not a privately-owned US-flag vessel within the meaning of the law, since the Maritime Administration holds a mortgage of about \$21.5 million on the vessel. The tramps say this means the ship is really Government-owned.

If this theory were to prevail, then virtually all of the 44 ships under contract for construction or conversion in American shipyards right now fall into the same category. According to a Maritime Administration report dated August 1, only 2 of the 44 ships in American yards on that date were being built without any Federal assistance.

At the heart of the dispute, however, is the feeling of the tramp operators that the Mammoth Manhattan in "unfair" competition for smaller vessels which can only handle 10,000 tons of cargo at a time. The big ship is the largest US-flag vessel afloat and can carry 100,000 tons of cargo on a single voyage.

SIU Tugs Win New Pact Gains

Contract renewal negotiations between the SIU Inland Boatmen's Union and tug operators in several ports have won SIU-IBU boatmen increases in wages, overtime, company payments to the SIU Welfare Plan and many additional fringe benefits during the past few weeks.

• BALTIMORE—A new three-year agreement signed with the Berg Towing Company gained the company's boatmen new wage increases and provides for additional paid holidays each year for a total of nine. Berg operates tugs out of Chesapeake City, Md.

SIU-IBU crewmembers of the MV Port Welcome, operated by the Port of Baltimore on a charter basis, also can look forward to increases in wages and welfare coverage as a result of a brand-new agreement. The Port Welcome carries local groups and organizations on overnight pleasure cruises to Philadelphia and also operates on short voyages around Baltimore harbor and the Chesapeake Bay area.

• NORFOLK—A new contract with Waterway Transport, Inc., the successor of Capital Transportation, provides SIU-IBU boatmen working for the company with a new three-year pact boosting wages and employer payments for welfare benefits. It also calls for an automatic wage reopener at the end of one year.

Waterways Transport is engaged mainly in transporting oil from this port to nearby areas. Previously, as Capital Transportation, the company operated oil barges in addition to tugs.

• MOBILE—Contract negotiation have been wrapped up at the Gulf Marine Division of the Ideal Cement Company with the IBU winning a new three-year contract that includes a wage increase and higher overtime rates for all hands.

• ST. LOUIS—Gains in wages and welfare have been racked up with the Alton Towing Company covering both supervisory and non-supervisory personnel.

Alton boatmen make up tows for barge lines in St. Louis harbor, and operate towboats that move barges in and out of the grain elevators and docks.

Type Minutes When Possible

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

Mobile, LA Feds Elect SIU Reps.

MOBILE—Two SIUNA representatives were named to office last month in local AFL-CIO central labor body elections.

Here in Mobile, SIU Port Agent Louis (Blackie) Neira was elected a member of the executive board of the Mobile District Labor Council, AFL-CIO. The central body represents affiliated local unions with approximately 22,500 members.

Across the country in Los Angeles, Joe Goren, port agent for the Wilmington branch of the Marine Cooks & Stewards, was named a new vice-president of the Los Angeles County Federation of Labor.

Neira has been an SIU member since 1943, sailing in the black gang, and has served as an SIU organizer, patrolman, and agent in the Gulf for many years. His first elective post was as agent for the Port of Tampa for 1959-60.

In February, 1960, he was transferred as port agent to Mobile and a few months later was elected to the same post for a full term.

Goren has been an officer of the MCS since 1953 and has been its representative in Wilmington since the union was established. He has been a union member since 1937 and was also first president of the Maritime Trades Port Council in the Los Angeles Harbor Area.

SIU Optical Plan Begins On Lakes



Start of free eyeglass care for 6,000 SIU members on the Great Lakes is marked in Detroit, as Jack Hall gets optical exam from optometrist Wallace Colvin, OD, at Co-Op Optical Center. Program began when Lakes Seafarers came under SIU Welfare Plan. Hall is a fireman for the Mataafa McCarthy Steamship Company.

Bank Frauds Spark US Study

Unions Tops As \$ Risks

WASHINGTON—The contrast between union handling of funds and the rising rate of bank embezzlements has led to a new study by Congressional investigators. The study seeks to determine whether new legislation or more effective use of existing Federal authority is needed to prevent continuing bank fraud.

AFL-CIO Secretary-Treasurer William F. Schnitzler has repeatedly called attention to the top rating of trade unions as financial risks compared to the experience among bankers handling public funds.

In a speech to the SIUNA con-

vention here last May and in addresses to other union groups, Schnitzler has emphasized figures showing that in 1961 there were 427 bankers "convicted for stealing from their own banks" and an additional 300 awaiting trial or being sought by the police.

"If the record of our affiliated

unions was as rotten and disgraceful as the presidents of the banks, it would mean that 11 and one-half international union presidents would go to jail every year for stealing from their own unions," he declared.

Bank Thefts Up

A staff study by a House Government Operations subcommittee is now underway on the issue of bank frauds, and is to be followed by public hearings. Latest statistics from the Federal Bureau of Investigation and the American Bankers Association show that the number of internal thefts in banks during 1962 climbed to an all-time high of 2,257. In 1960, the FBI reported 1,771 cases of internal bank fraud.

Federal bank examiners appraise the soundness of the assets and operating practices of Federally-chartered banks, but there is no legal requirement for commercial banks to have annual audits of accounts of the type required by law of all trade unions. Most smaller banks, which suffer the largest proportion of embezzlement losses, have strongly opposed any internal audit requirement as too costly.

AFL-CIO Protests

While surety companies have for some time expressed concern over the bank fraud problem, the issue was not publicly spotlighted until the AFL-CIO launched a hard-hitting campaign to protest heavy additional bonding charges imposed on unions under a little-known provision of the Landrum-Griffin Act.

The provision initially added 50 percent to the cost.

Schnitzler and a committee of AFL-CIO union secretary-treasurers were able to get the premium cut in half in the fall of 1961 by demonstrating that surety companies had suffered no losses whatever under this new bonding requirement.

SIU Father-Daughter Team



Twosome pictured in happy moment at SIU headquarters cafeteria is Seafarer Robert Marrero, OS, and daughter Connie Marie, 5½ years old. Connie enjoyed tour of union facilities while dad visited hall. Marrero's last trip was on the Eagle Traveler (Sea Transport).

SIU FOOD and SHIP SANITATION DEPARTMENT



Cliff Wilson, Food and Ship Sanitation Director

Insect Control Measures Are Vital

As ships get older, greater care has to be taken with regard to insect and vermin control, so that food and living spaces don't become completely overrun. This means strict adherence to basic rules of cleanliness in storing all types of food and in feeding spaces generally. Food scraps, excess grease, fat and normal spillage that gets food into hard-to-clean areas are an open invitation to unwanted visitors aboard the ship.

Fumigation needs can usually be handled in any US port, but sanitation controls at sea can go a long way toward keeping this need at a minimum and in maintaining healthful conditions aboard a vessel. Bugs, insects and rodents are all capable of transmitting disease.

Some other basic rules for prevention and control of vermin are:

- Eliminate enclosed spaces where trash, food particles and dirt may accumulate.
- Use screens on all openings leading to food service areas especially during those seasons when insects are prevalent.
- Store and dispose of trash and garbage in closed, covered containers.
- Use suitable insecticides properly.

If cleanliness is maintained, then there will be few occasions when insecticides have to be brought into play. When they are, they should be handled with care as they are also harmful to humans, not just vermin. They should be stored at a distance from food-handling areas to prevent their being mistaken for foodstuff. Poisonous types should be colored and clearly marked "POISON."

Insecticides are of two kinds: residual sprays and dusting powder, or space sprays. The residual spray or dusting powder leaves minute but long-lasting poisonous crystals on the treated surface. These residues kill vermin as they emerge from their hiding places and crawl over the treated area.

When insecticides are used, they should not come in contact with food, utensils or the person using the spray. Any contaminated article should be cleaned immediately. Contaminated food should be discarded.

Ratproofing activities should, for the most part, be confined to maintaining in good condition the ratproofing which has been built into the vessel. When ratproofing is necessary, as in the case of concealed spaces and structural pockets which cannot be inspected, efforts should be directed to closing off the area by using heavy gauge sheet metal or other material that cannot be gnawed by rats. Collars using ratproof material, should be installed around penetrating fixtures.

When necessary, rodenticides and traps should be used. Rodenticides should be clearly marked, stored away from all foodstuffs and used according to instructions. Most rodenticides are toxic to humans and must be used with care.

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

SOCIAL SECURITY REPORT



Joseph Volpian, Social Security Director

The Cost Of Unemployment Today

One of the ways of measuring the affect of growing joblessness on our national economy is what its direct cost is in dollars and cents. The direct cost of unemployment as reported in amounts spent by government and private industry last year was some \$4.7 billion. Other costs in the form of private philanthropy, which provides cash assistance in some emergencies, is regarded as having only a limited effect.

This is how the \$4.7 billion breaks down:

- Unemployment insurance—This basic line of defense, under which persons receive benefits up to 26 weeks in most states, cost \$3.0 billion.
- Railroad insurance—Another \$100 billion was paid to workers under this separate system.
- Aid to families of dependent children—A total of 15 states have programs to help children with one or two unemployed parents. The program is financed through matching Federal grants. It cost \$100 million in 1962.
- Employment services—The nationwide system of employment centers. These special operations cost \$420 million in 1962.
- Manpower training—This new program trains workers from depressed areas who cannot find jobs. The education and training cost is \$23 million. Another \$59 million will be spent for living allowances during the training period.
- Industry benefits—Certain industries have their own unemployment benefits plans financed exclusively through employer contributions. These programs cost \$100 million.

Besides the direct costs, which cover payments from specific funds for the unemployed, unemployment costs fall into two other categories: (1) Indirect costs, which occur when unemployment places a strain on other funds, and (2) human costs, which take an unmeasurable psychological toll on a man and his family.

The indirect costs of joblessness are those which affect many other programs, particularly retirement plans, such as the Old-Age Insurance program of the Social Security System. In periods of unemployment, older workers who cannot find other jobs may go on the Social Security rolls as soon as they reach age 62 instead of waiting until age 65. Workers under 65 received about \$880 million under the old-age insurance program in 1962.

• Veterans—Under a sliding scale of payments, Veterans Administration payments go to those with lower incomes and more dependents. Most veterans receiving non-service-connected pensions are aged 65 and over. An estimated \$157 million was spent for these pensions in 1962.

• Surplus foods—This program provides services and goods to needy families. Although the program is not confined to unemployed workers, its expenditures totaled \$140 million.

The one cost that cannot be measured in dollars is the most important cost. Unemployment and dependency on benefit, and welfare programs sap a person's morale and drain young people of hope for the future. This is the human cost we face in our country when 8 out of every 100 workers are part of the long-term jobless in the US today.

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

Report New Kulukundis Loan To Revive Bull Line Shipping

NEW YORK—Hopes for the eventual reorganization of the bankrupt US-flag shipping operations of Manuel E. Kulukundis rose last week when Kulukundis reportedly obtained a guaranteed \$1.5 million loan from a Greek bank. This is the amount that had been

deemed necessary to start a resumption of regular sailings by vessels still remaining in the Kulukundis fleet.

Meanwhile, the SIU is rushing its presentation of a formal appeal to the United States Supreme Court for the overturn of an unprecedented anti-labor decision obtained by the Justice Department and other cargo owners that would destroy seaman's pay rights in ship bankruptcy situations. The ruling involved the former Bull Line freighter Emilia.

The Union has to file a petition for a writ of certiorari with the high court by September 12. The SIU has already been granted a stay of an order by the US Court of Appeals that would allow distribution of funds realized from the sale of the Emilia to pay the cost of discharging her cargo.

The issue involving the distribution of sale monies is basic to seamen's rights in light of the condition of the US-flag shipping industry. The long-established right of vessel crewmembers and their families to secure unpaid wages when a ship is sold at a marshal's sale as a result of seizure would

be seriously hampered if the decision is upheld.

The \$1.5 million loan said to be obtained by Kulukundis is estimated to be sufficient to get the remaining Kulukundis ships back in service. If they can resume regular sailings, it should then be possible to raise the additional \$1.5 million needed to refinance the entire operation.

A preliminary report on the financing of a reorganized ship operation is scheduled to be submitted at a Federal Court hearing on September 9. The Kulukundis American-flag shipping operation would be resumed under a trusteeship arrangement.

Creditors' claims against the Kulukundis shipping operation exceed \$5 million, including claims

by the SIU and other shipboard unions and claims by SIU crewmembers with liens against individual ships for wages due.

The remaining ships are in Baltimore, New Orleans, Philadelphia, Port Said and Bombay, where they have been laid up by liens since the operation's financial difficulties began.

A \$10.2 million bid for the supertanker Titan which was auctioned off by the Maritime Administration on August 30 is still up in the air pending the MA's decision on the feasibility of several conditions proposed by the lone bidder. One of the conditions is that the operator be able to secure a five-year charter from the Military Sea Transportation Service.



ALL HANDS! REGISTER AND VOTE
IN YOUR LOCAL AND STATE ELECTIONS!!!

SIU Class No. 90 Gets Lifeboat Tickets



Another successful SIU lifeboat training class sits for a "graduation" photo at rigging loft near SIU headquarters. Class No. 90 includes (front, l-r) Joseph A. Larity, Leo M. Brown, Walter F. Dawson, Timothy E. Day; center row, George Palencar, Arthur E. Maycroft, Bayard Helmer; Carmine T. Cassano, Myles Sterne; rear, E. Van Wynck, A. Kingsepp, Raymond Plante and John Japper. Class instructors Dan Butts and Arni Bjornsson flank the men in the back row. Background shows some of the instructional material on boat-handling.

US Shipment Of 24 Million Bushels 'Disappears'

Missing Surplus Grain Still A Mystery

LONDON—While police in Britain are busily searching for clues in the "great train robbery" that netted nearly \$7 million in cash and negotiable securities a few weeks ago, the US and Austrian Governments are combing records all over Europe and in the States to try and puzzle out the story of the "great grain robbery."

The problem is to figure out what became of 24 million bushels of US Government-owned grain worth \$32 million which was shipped from American ports to Austria as far back as three years ago. So far, the Agriculture Department, which should know what happened to all the grain it shipped, hasn't got any clear ideas on the subject.

Two of seven Austrian grain dealers accused of having a role in the grain disappearance were scheduled for trial this month, and hopes are high that the trial will shed some light on the prevailing confusion.

The grain was shipped from 17 ports as far as 1960 under a barter deal with Austria in which the US was to receive strategic minerals in exchange. The conjecture is that the shipments were either diverted and sold in Western Germany or in other European countries for dollars, or, possibly, wound up behind the Iron Curtain.

Under the barter agreements during 1960-1962, approximately reached with Austrian importers 40 million bushels of feed grains

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Who Walks Barefoot In The Snow?

There's an old saying that familiarity breeds contempt, and this applies very well on the issue of on-the-job safety. People in every walk of life, including seamen, get so used to doing a particular job over a period of time that they often lose sight of the hazards built into what they're doing.

The Coast Guard currently offers an important reminder on this score, and it's well worth noting again and again.

This concerns the fact that regular glasses or contact lenses are no substitute for safety goggles. It's pretty obvious that anyone who neglects to take the time to put on a pair of goggles when they're available for many kinds of work is taking needless chances with his eyes. There are few things you can name that are more precious to a man than his eyesight. And, at the same time, the CG reminds everyone, there is probably nothing easier to protect from injury than the eyes.

Those who brush off the idea of putting on safety goggles when doing chipping, buffing, grinding work or some other job that easily lends itself to eye injury are fighting the wrong kind of odds. Furthermore, anybody who considers his regular glasses, or contact lenses for those who wear them, as adequate eye protection, is also gambling against himself.

Neither of these types of eye wear are enough to prevent injury or irritation from flying or falling chips and bits of dry paint, rust, metal particles and the like.

The way to be sure of giving your eyes necessary protection against so-called "predictable" hazards in the course of routine work is to take the few minutes needed to obtain and put on safety glasses or goggles. Even when scrubbing down overheads with strong cleaning solutions or when repairing a fan, safety glasses can be a life-saver for your eyes.

There's only a small problem involved in wearing safety glasses or goggles—and that's to keep them clean and free from fogging. A dab of soft tissue wet down in a mild cleaning solution or plain water will take care of this easily. Otherwise, the glasses are of limited value because they don't give a person the necessary visibility all around him while he's wearing them.

As the National Safety Council puts it, you wouldn't wear a bathing suit while shoveling snow, so why not take the time to dress right for whatever job you're doing. This means wearing the proper safety garments—goggles, hardhat, gloves, shoes—when the job calls for them.

Just as you would figure out in advance the tools and parts you might need on a job, count on the proper safety gear as an important tool to help get the job done right. Anybody who goes without proper protective clothing, even for a few seconds, is taking the same chances as a guy walking barefoot through the snow. Just because he might have avoided trouble once, twice or even ten times before, doesn't mean his number won't come up the next time.

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

Navy Changes Policy On Bargaining Rules

WASHINGTON—An attempt by the Navy to require that all workers at Government shipyards must be represented in collective bargaining by the same union or by no union at all has been upset following a series of setbacks from arbitrators.

As a result, the Charleston Naval Shipyard agreed to recognize the Charleston Metal Trades Council as exclusive bargaining agent for some 5,500 hourly-paid workers.

Although there have been differences among Government employee unions regarding the composition of bargaining units, AFL-CIO affiliates including the Government Employees, Technical Engineers and Patternmakers, as well as the metal trades unions, had all opposed the Navy's insistence on an all-inclusive bargaining unit.

B. A. Gritta, president of the AFL-CIO Metal Trades Department, welcomed the agreement in Charleston as the first voluntary acceptance by the Navy of a shipyard bargaining unit composed exclusively of blue collar workers.

The Navy's original policy would have forced the unions to compete among themselves for bargaining rights covering groups of workers they did not claim to represent. In the process, it would have made it difficult for any union to win the majority necessary for exclusive recognition and the right to negotiate a written contract.

A key decision by Arbitrator Philip Taft at the Boston Naval Shipyard said the Navy's argument that multiple units would place a "great burden" on management "cannot be supported by industrial experience."

Taft recommended establishment of separate units for clerical and administrative employees, for certain technical and professional employees, primarily engineers and draftsmen; for pattern makers as a separate craft, and for the other blue collar trades in the unit sought by the local Metal Trades Council.

A similar multi-unit decision was handed down by Arbitrator George S. Ives dealing with the Norfolk Naval Shipyard at Portsmouth.

Ives also cited the Navy for its persistent opposition to multiple bargaining units, declaring in effect that the determination of the bargaining unit is one which should be made by the workers on their own.

It is not up to the employer "to propose a collective bargaining unit on behalf of its employees," he declared.

Senate Unit Ups Fishing Fleet Aid

WASHINGTON — A move to make the US fishing fleet competitive with foreign fleets which fish off the East and West Coasts of the United States was made by the Senate Commerce Committee last week. The Committee approved a bill on August 27 that would increase Federal subsidies for the construction of commercial fishing vessels.

The new measure would now limit the subsidy rate to 55 percent of the cost, but would hold the overall cost increase of the program to \$10 million a year. The present ceiling on assistance is up to a third of the total construction cost.

With their outmoded vessels and equipment, US fishing fleets have been unable to compete with fully-automated Russian and Japanese fishing boats frequently fishing off both the East and West Coasts of the US, with the result that fewer and fewer new vessels are being built. The 55 percent subsidy ceiling is the same one now applied to vessels for the US deep-sea fleet.

The future of the US fishing fleet was also the subject of recent talks by American and Canadian officials, in the wake of a Canadian proposal to extend Canada's territorial sea limit from the present 3 miles to 12.

On June 4, Prime Minister Lester Pearson of Canada announced that his government would establish a 12-mile exclusive fishing zone along Canada's whole coastline next May.

were to be exchanged for minerals. The records show that the 40 million bushels of grain left American ports but 24.7 million bushels vanished en route.

The seven Austrian grain dealers arrested in connection with the disappearance are free on bail of up to \$200,000.

No specific information about the case has been made public, although the defendants are charged with having something to do with false labeling of the US feed grain imports. So far no Americans have been implicated in the shortages.

Abuses in bidding procedures and chartering of vessels for overseas disposal of US surplus grains and other commodities have been repeatedly charged to the Agriculture Department by the SIU and other unions. A high-level Government conference with union representatives in January, 1962, aired the charges and led to a Senate committee investigation that upheld the union position.

Charges against the Austrian importers who are due for trial basically involves violation of foreign trade and currency-control laws. They allegedly obtained import permits to bring the grain into Austria, then conspired with West German merchants to divert most of it for sale commercially.

Senator John J. Williams (R-Dela.) proposed a special Senate investigation of the matter last summer. He urged that an investigation go far beyond the Austrian deal and cover "all transactions" under Public Law 480 which covers the disposal of surplus farm commodities.

The entire affair is a matter of some concern to the US not only because of the fraud involved but also due to the effect such a dumping of grain on foreign markets would have on the US balance-of-payments through displacement of normal dollar sales. The balance of payments represents the flow of money into and out of the country.

To many observers, however, the most glaring disclosure made so far was the flaw in the US Government's delivery system that permitted the grain diversions to go undetected for over three years.

DIGEST OF SIU MEMBERSHIP MEETINGS

DETROIT, July 12—No meeting held due to lack of a quorum.

HOUSTON, July 15—Lindsay J. Williams, Secretary, Paul Drozaski, Reading Clerk, Tom Gould, Minutes of previous meetings in all ports accepted. Executive Board minutes of May 8 presented and read. Port Agent's report on shipping and blood bank carried. Report of the President and the Secretary-Treasurer for June accepted. Quarterly financial committee's report carried. Auditor's report accepted. Total present: 320.

NEW ORLEANS, July 16—Chairman, Lindsay J. Williams, Secretary, Bill Moody, Reading Clerk, Buck Stephens. Minutes of previous port meetings accepted. Executive Board minutes for May presented. Port Agent's report on shipping and deaths of several brothers accepted. President's and Secretary-Treasurer's reports for June accepted. Report of quarterly financial committee accepted. Meeting excuses referred to dispatcher. Auditor's report accepted. Total present: 330.

MOBILE, July 17—Chairman, Louh Nairn, Secretary, Robert Jordan, Reading Clerk, H. Fischer, Minutes from previous port meetings accepted. Executive Board minutes for May presented. Port Agent's report on shipping and jobs presented. President's and Secretary-Treasurer's reports for June accepted. Quarterly financial committee's report carried. Auditor's report accepted. Total present: 187.

HIGHER US PAY BASE, OT BEGINS

WASHINGTON—An estimated 100,000 seamen in the small boat field plus another 30,000 who work in fish processing are among the 3.6 million US workers who went back to their jobs after the Long Labor Day holiday and will now start drawing time and one-half pay for overtime work beyond 44 hours a week.

These workers came within the scope of the Fair Labor Standards Act for the first time two years ago.

Another 2.6 million workers this week began getting wage increases of up to 10 cents an hour, since the Federal minimum wage in most industries rose to \$1.25 an hour effective September 3.

Besides seamen on small craft and fishery workers, most of the newly-covered workers in the retail and services trades came under the protection of a \$1 an hour minimum wage—but with no maximum workweek—in the first stage of the wage-hour law amendments in 1961. This year the schedule calls for these workers to get a 44-hour ceiling on their workweek, with no boost in the pay floor.

The rest of the timetable will bring them to a \$1.15-an-hour minimum wage and a 42-hour maximum workweek on Sept. 3, 1964, and to parity with other covered workers at a \$1.25-an-hour minimum and 40 hours maximum as of Sept. 3, 1965.

The AFL-CIO Maritime Trades Department and the SIUNA strongly supported the 1961 legislation bringing these workers under the Federal wage-hour law for the first time. Most of them were employed in non-union operations.

Workers in industries covered by the law before the amendments went into force had their minimum wage increased from \$1 an hour to \$1.15 in 1961, with the pay floor scheduled to rise to \$1.25 an hour this year. Of the approxi-

mately 24 million workers in these industries, the Labor Department estimates that about 2.6 million currently are paid less than \$1.25 an hour and thus will benefit from this year's increase.

The 3.6 million newly-covered workers include 2.2 million in retail and service work, 1 million in construction, 100,000 seamen, 93,000 in suburban and interurban transit, 86,000 employed by gasoline service stations, 33,000 in fish processing, and 30,000 telephone operators. The total also includes

about 100,000 previously-exempt jobs in firms where other workers were already covered.

While the amendments were hailed by labor as the greatest advance in wage-hour protections since enactment of the FLSA in 1938, they nevertheless left many low-paid workers uncovered, excluding among other firms, hotels, motels, restaurants, hospitals, nursing homes, auto and farm implement dealers, seasonal amusement operations, movies and small retail stores.

Gov't OKs Lurline For Greek Registry

WASHINGTON—The Maritime Administration has reversed its decision to keep the Matson liner Lurline under the American flag and has consented to a foreign sale of the vessel for operation under Greek registry. A 3.5 million deal to transfer the laid-up cruise ship to the same interests was blocked early in August.

At the time, the Navy invoked its "effective control" policy because the vessel was not being sold to interests in Panama, Liberia or Honduras as originally agreed.

However, an accord was reached on the issue when the Greek government agreed to a US stipulation that the ship could be retrieved by this country in certain national emergencies. In addition, the buyer is pledged not to operate the ship on a regular basis to an American port for a period of five years.

Due to be renamed the *Ellinis*,

the Lurline will be permitted to make summer cruises from the US not to exceed 60 days.

The ship will undergo an extensive remodeling in a European shipyard and in November will go into service on a run between England, Greece and New Zealand for Chandris, Ltd.

Matson is committed to apply the proceeds of the sale to setting up a containership service between Northwest Pacific ports and Hawaii, operating from Portland and Seattle. The Lurline was manned by members of the SIU Pacific District. The *Matsonia*, a sistership, will carry on the company's passenger service between the US West Coast and Hawaii.

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 SEACHEST

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

"If I Weren't A Fool I'd Have \$160 Left Under The Mattress"

By Sidney Margolius

Not long ago a workingman living in a large city—we'll call him Anthony because that's his name—heard one of those radio commercials offering information on mutual funds. He wrote to the advertiser, one of the country's largest fund dealers, for the information. He got a return visit from a salesman, and signed a contract to invest \$40 a month.

Some months later the stock market dropped, as it periodically does, and so did the value of the fund shares Anthony was buying each month. In a mutual fund, the pooled investments of many small investors are used to buy shares of stocks, and when the market drops, so does the value of fund shares.

By the time Anthony had put in \$160 he decided to discontinue. He got back exactly \$55.95. He wrote me: "If I wasn't a fool I would have \$163.20 in the savings account or \$160 under the mattress."

Anthony is a wiser and sadder man today, and also an angry one. If he earns in the neighborhood of \$100 a week, he can figure that the worked one week for nothing. He had made a whole series of mistakes.

First, he had failed to read his union publication. As far back as 1954 we had warned that mutual-fund promotion had become a high-pressure selling business; that an army of salesmen was making the rounds; that small savers could not be certain of retrieving their investments in such shares at the time they might need their money; that it was especially risky to use the contractual method of investing in mutual funds.

This warning was repeated several times as the market boomed, stock brokers announced that "people's capitalism" had arrived and it was time to "buy a share in America," and mutual-fund dealers sent out millions of direct-mail circulars and hired additional help.

But in spite of the warnings in the labor and co-op papers, there was a breakdown in communications. Anthony was listening to the radio instead. Nor, he claims, did the salesman explain the potential loss if he discontinued. So he signed a contract to invest \$40 a month for 150 months, no less.

He finally got back only \$56 for the \$160 he did put in, partly because he sold his shares at the wrong time—the time the market had collapsed, but even more, because he bought on the contractual plan. Under this plan, you sign a contract to invest so much a month. But a large part of your first payments go to pay the salesman's commission. If you drop out at the end of the first year, in some plans you would get back only 50 percent of your payments because the rest went to the salesman's commission. Even if you drop out at the end of the tenth year, you would lose nine percent of your basic investment in some plans.

Actually Anthony would have fared better if he had insisted on using the voluntary method of buying fund shares, if mutual-fund shares were suitable at all for him, which is doubtful. In the voluntary method, you simply indicate your intention of investing so much a month, but do not sign a contract. The salesman still gets his commission, usually eight percent of the amount you invest, but he gets it over a period of years as you make your investment, rather than the bulk of it at the beginning. In the voluntary method Anthony might have lost some of this investment, but not nearly as much as he did.

The dealer who sold Anthony the shares says he was warned. The dealer points out that the sales literature for "systematic accumulation plans," which is the moral-sounding name the sellers give the contractual method, states that discontinuing a short time after starting will result in a loss. But either small investors don't read this literature carefully, or some of the salesmen slur over this possibility, because in this writer's experience many people do not realize it.

Nor is the contract really very clear to most inexperienced investors. Anthony's contract says that of the \$40 he contracted to invest each month, the custodian gets \$1, and \$20 is deducted from each of the first twelve payments "to be paid over to the Plan Company." It doesn't say right out that the \$20 is for the sales commission, and that of the \$40 a month Anthony thought he was investing, only \$19 actually was to be credited to his account for each of the first 12 months.

Some mutual-fund companies insist you must use the contractual method, and argue that this is to your benefit, because it forces you to keep on investing, on pain of losing part of your investment. Well, it didn't work that

way in Anthony's case, and the whole argument is much like a cigarette manufacturer advertising that cancer is good for you.

Now the Government belatedly is doing something about mutual-fund selling methods. The Securities & Exchange Commission has just spent many months and much money on an investigation which confirms what seemed obvious for a long time. The Commission finds that one out of every six mutual-fund accounts is of the contractual type, and that the one million people who have signed up for such plans are usually the smaller investors who can least afford to forfeit their deposits for the sake of paying the salesmen the bulk of their commissions the first year.

In fact, the Commission discovered what also was pretty apparent before: that the immediate big commission for salesmen gives them an incentive for high-pressure selling, and as a result, unethical sales practices are common.

If you are already in a contractual plan should you drop out? Not necessarily, and you should first try other alternatives if you would lose a large part of your investment, as in the early years. If you find it difficult to continue your contract, you might ask the plan company or dealer if it would reduce your monthly investment without charging you a penalty. Too, the company that sold Anthony his plan—the Investors Planning Corporation of America—says that Anthony could have interrupted his payments for one year without penalty, and just one monthly payment at the end of the year would have given him another year's interruption if needed.

Or, if you need not only to interrupt the plan but get back your money for some emergency, you can use the shares as collateral to get a low-cost bank loan meanwhile. This may or may not stave off eventual loss.

Now the Securities and Exchange Commission study group recommends that the contractual plan be outlawed (at least ten years too late). We'd like to suggest that while some families have increased their assets through mutual funds and even direct purchases of stocks, you never consider this form of investment for money you cannot afford to risk.

If you can, also look into some of the "no load" mutual funds, which employ no salesmen and charge no sales commission. Not all have done as well with investments as have several of the contractual plans, but some of the no-load funds do have relatively successful records.

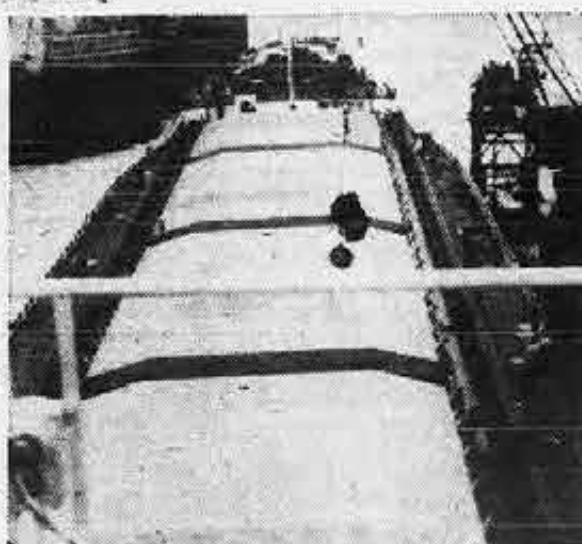


NEW SIU BULK CARRIER

The second of two new SIU-manned bulk cargo vessels, the SS Walter Rice, is currently operating for the Reynolds Metal Company hauling aluminum ore and bulk sugar in intercoastal trade. She is the former tanker Atlantic Mariner, converted by the addition of a new midbody that made her 626 feet long and boosted her deadweight tonnage to 24,000. Special self-unloading cranes were also added, enabling the jumboized ship to discharge 1,120 tons of aluminum ore per hour. The photos here picture Seafarers at the sign-on in a Hoboken, NJ, shipyard, where the modernized vessel was launched. Her sister ship is the Inger.



In oiler's forecabin, J. Magyar unloads gear while G. Watson, steward utility, brings in new pillows. O. Quinn, OS, looks on.



Forward end view of ship shows hydraulic hatch covers.



Oiler J. Pinero and M. Lopez get their gear settled after sign-on.



A. Texidor, FWT, signs articles before SIU Patrolman C. Scofield (left) and shipping commissioner. M. Lopez, QM, awaits turn.



New look on everything aboard pleases Stanley Novak, oiler.



F. Miller, QM, and R. Bunner, utility, watch commissioner fill out papers.

US Tariff Agency Rapped For Refusing Worker Aid

WASHINGTON—The US Tariff Commission's "rigidly technical interpretations" of the Trade Expansion Act "are preventing workers from receiving the benefits of the adjustment assistance program," the AFL-CIO has declared. Its criticism of the tariff agency has also been backed by industry groups.

Unless there is some relief from these "narrow interpretations," the AFL-CIO says it "will be compelled to insist on amendment of the statute" to prevent future misinterpretations of Congressional intent "on administrative avoidance of adjustment assistance to workers."

Unions Supported Act

The Trade Expansion Act passed last year, with AFL-CIO support, providing for assistance to workers and businesses adversely affected by increased imports resulting from Government

trade decisions. This included extended unemployment benefits, retraining, relocation and other aid.

Three Groups Rejected

Three AFL-CIO unions have petitioned for adjustment assistance under these provisions on the basis that increased imports have caused unemployment. In all three cases the Tariff Commission rejected the plea. Business pleas for aid have also been turned down.

"In no case thus far has the commission indicated a desire to implement the new trade program's provision of adjustment assistance for workers," the Federation declared.

Aid for workers injured by the trade program is "an essential inseparable part of the Government's trade expansion effort," the AFL-CIO said. Failure to keep the promise of adjustment assistance can destroy "the popular support that is needed for the program," it warned.

The AFL-CIO unions which carried trade injury cases to the Tariff Commission and were turned down are the Steelworkers, Electrical, Radio & Machine Workers and Textile Workers Union of America. The cases involved transistor radios, iron ore and cotton sheeting imports.

2 Churchmen Charge 'Fraud' On 'Work' Law

WASHINGTON—Two nationally prominent church leaders—a Protestant and a Catholic—have accused promoters of so-called "right-to-work" laws of a calculated attempt to deceive the American public about the true nature of the anti-union state legislation.

Msgr. George G. Higgins, director of the Social Action Department of the National Catholic Welfare Conference, charged that "right-to-work" propagandists have "pitched" their claims "on a low ethical level" and are guilty of fraud in their use of the "right-to-work" slogan and their claims that the laws are designed to guarantee "freedom."

'Out To Break Unions'

Instead of providing jobs or individual rights to workers, however, "work" law promoters are "out to break union organizations," observed Rev. Edward F. Allen, superintendent of the Augusta District of the Maine Methodists Churches.

"The purpose is union-busting," he declared.

Both clergymen made their charges over an eight-station educational television network in a program originating here.

Msgr. Higgins explained that because the "right-to-work" forces have based their arguments on the unethical and false contention that the purpose of the legislation is to guarantee freedom, "churchmen feel they ought to speak out and try to clear the air."

"The underlying interest of church groups," he said, "is in the right of labor to organize and the advantage of collective bargaining. The 'right-to-work' law is a very serious threat to collective bargaining and, therefore, the church speaks out."

RR Unions

(Continued from page 3)

law, which applied compulsory arbitration to a labor-management dispute for the first time in this nation, arbitration of the two main issues must start within 30 days, and a decision must be reached in another 60 days. This ruling, binding for two years, would become effective sixty days later with thirty days more provided before the unions would be permitted to strike over any secondary issues.

Fair Packaging Bill Spurred In Senate

WASHINGTON—The new chairman of the Senate Anti-Trust and Monopoly Subcommittee, Sen. Philip Hart (D-Mich.), says he hopes to carry on the tradition of his predecessor, the late Sen. Estes Kefauver, and make the group "an increasingly powerful voice for the American consumer."

At its meeting last month, the AFL-CIO Executive Council issued a special statement on the death of the late Tennessee Senator, calling him "a defender of consumer interests and a warm and abiding friend of labor." Kefauver died suddenly a few weeks ago.

Hart said that two years of hearings have been held on his "Truth-in-Packaging" bill and have "established conclusively that present law is not adequate to meet the changing conditions of the marketplace resulting from the prepackaging revolution of the past two decades."

The Michigan Senator told the Senate that the US Chamber of Commerce long ago initiated a campaign to block such legislation. He said that the Chamber has sent out a special "status report" entitled, "Business Action Needed Now To Stop Packaging Bill in Senate Committee."

"I am at a loss," Hart said, "to understand how free enterprise can be injured by requiring a package to fairly represent the product inside and to present basic content information in a way which can be translated readily into price-per-unit cost."

He introduced into the Congressional Record the result of a public opinion poll conducted among the 190,000 members of the National Federation of Independent Business in which 79 percent supported his packaging proposal and only 18 percent opposed it.

The head of the Federation, C.

SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



Always Know Your Medication

The child was sick—sore throat, flushed face, fever and other findings. His mother told the doctor she had known what to do when he originally became ill. But he hadn't responded, so she thought she had better bring him to the doctor to find out what to do now. When he had been sick before like this, the doctor had given him some wonderful pills which soon cleared up his illness. She had some of the pills left over, so she had used them in his present illness.

The mother made two errors. The pills given for the previous illness were for a specific infection, and they should have been given until they were used up. Secondly, this was a different kind of infection requiring a different type of medicine. These are two of the common abuses in treatment in an effort to offset the high cost and quality of medical care, according to Dr. William A. McCall, writing in the "MD Column."

When ordering an antibiotic or other medication, the physician usually orders sufficient medication for 3 to 8 days of treatment, as it usually requires this length of time to eliminate the body infection. Too often, after a patient feels better, after a day or two, the medication is discontinued. Thus, the infection is not completely eliminated.

At other times, the medication, whatever its form, will be shared with his brothers and sisters since they seem to have the same illness.

This results in none of them receiving adequate treatment. At times also, although the doctor thinks he has given sufficiently-detailed instructions, his directions may have fallen short, or have not been completely understood.

In many types of chronic illness, such as heart disease, tuberculosis, diabetes, hypertension and arthritis, it is very important that detailed instructions are thoroughly understood and carried out, more so probably than in those conditions which are more intermittent. The latter includes such ailments as asthma, tension states, bursitis or other conditions where the medications are mainly for relief of

the symptoms. In these cases possibly, there is more leeway.

But not only are the instructions for the use of medications essential. It is exceedingly important also for the patient to understand the purpose and nature of the medication, as well as the possible side effects if any, especially in these chronic cases where medication is taken over a long period of time. It is also important that a good rapport be established between the doctor and the patient.

The cost and chemical characteristics of medicines are rapidly increasing and, as the use of drugs becomes more specific for certain types of disease, the possibility of side reaction, or harmful reactions, becomes more prevalent. It is absolutely essential then to use these medications as directed, since the difference between healing and harmful effects may be very small. Used properly, they work wonders. Used improperly, they may do irreparable harm.

When a doctor writes you a prescription, be sure you understand what it is, what results to expect from its use, how long you are to take it, and just how and when it is to be used. Get the prescription filled promptly and use it as directed. If there is any unused portion of the medication left, throw it down the drain.

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

Moving? Notify SIU, Welfare

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

'Bama Yard Busy On 6 US Vessels

MOBILE—Work is proceeding rapidly on the construction of six vessels for the US Government at the Mobile Ship Repair Company. Employees of the yard are members of the SIU United Industrial Workers.

The project includes construction of five tugs for the Navy Bureau of Ships with a total tag of some \$2.7 million, plus a buoy-tender for the Coast Guard at a cost of \$499,566.

Work on the five tugs began last January shortly after Mobile Ship Repair was awarded the contract by the Government. Each of the five vessels has a 1964 delivery date.

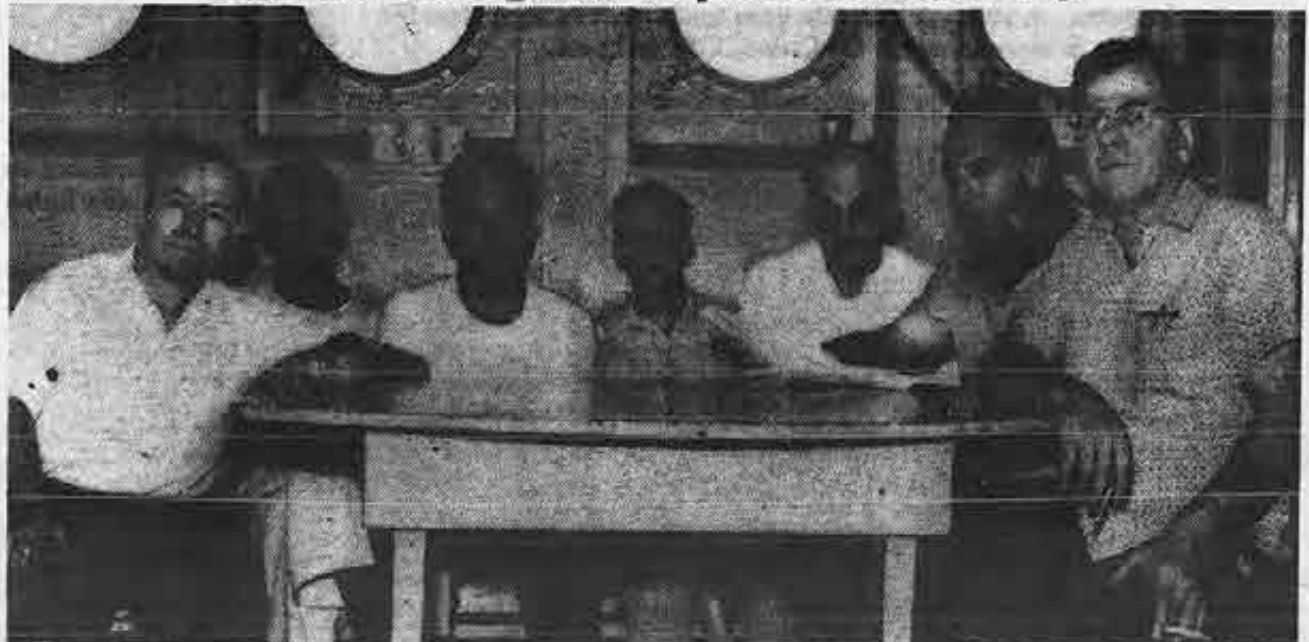
Contracts call for one of the tugs to be delivered to the Navy at Brooklyn, NY, in February; two to be delivered at Mayport, Florida, in March and the other two are to be turned over by April to Navy officials at San Diego.

The tugs will be used primarily for harbor duty.

A bid for the construction of the buoy tender was accepted by the Government last December and work started the first of the year. The 100-foot, twin-screw vessel is to have 600 horsepower engines and will be christened Buckthorn.

When completed this fall, the Buckthorn is to be assigned to the Great Lakes. At the present time, about 100 SIU-UIW members are involved in the construction work on the six vessels.

Del Mar Delegates Report Smooth Trip



Paying off in New Orleans a few weeks ago, SIU crew delegates on the Del Mar (Delta) reported a good trip and a "clean ship" typical of the SIU. Patrolmen who covered the payoff reported that thanks to the hard work and efforts of the delegates, the passenger ship came in from South America with only a few minor beefs. Pictured aboard ship (l-r) are Seafarers Simon Chaban and Herman W. Girard, steward department delegates; Arne W. Hansen, deck delegate; Owen F. Griffith, engine delegate; Victor O'Brian, steward delegate; Louis Guarino, SIU patrolman, and Louis P. Anderson, ship's delegate.

COPE REPORT



AFL-CIO COMMITTEE ON POLITICAL EDUCATION

AN EFFORT TO HOBBLE NATIONAL GOVERNMENT. In a recent article, Henry Steele Commager, noted professor of history at Amherst College, exposed the motivation behind three amendments promoted by right-wingers, and already approved by many state legislatures. The amendments would: (1) prohibit the US Supreme Court from acting on reapportionment of state legislatures; (2) allow states to by-pass Congress completely in amending the US Constitution; (3) create a "super court" with power to overrule the Supreme Court. Following are excerpts from Professor Commager's article:

"... What we are witnessing in these amendments... is an expression of... a philosophy of anti-government and of no-government. Whereas the Constitution was designed "to form a more perfect Union," this is an effort to form a much less perfect Union. It is a philosophy, in fact if not in concept, of constitutional anarchy.

"For one thing which is clear is that the proponents of these amendments... do not want to see state governments invigorated, carrying through broad legislative programs; they want to see the national Government frustrated, incompetent to carry through legislative programs. The ambition which animates them is not to strengthen the states, but to paralyze the nation.

"Does anyone for a moment suppose that if the apportionment amendment should by some quirk become law, the states would then proceed to reapportion legislative seats on a fair basis? They have had 5 years in which to deal with the problem and have failed to do so: some states have actually defied their own constitutional mandates requiring decennial reapportionment.

"Does anyone really suppose that if the amendment permitting the states to bypass the Congress in the amending process became law, the states would proceed to set their domestic houses in order—to end the scandal of racial discrimination themselves, to reform antiquated tax structures, to deal vigorously with the problems of conservation and of public lands, to take care of the needs of public education and public health through a series of constitutional amendments? Clearly, the new authority would be used not to carry through programs of public welfare but to repeal existing programs of public welfare.

"Does anyone for a moment suppose that if the fantastic proposal for a super Supreme Court were to materialize, that court would rule impartially between the claims of state and nation? That amendment would enable 26 chief justices representing (and representing unfairly) states with one-sixth the population of the United States, to rewrite constitutional law.

"Make no mistake about it. These amendments, and the forces behind them, are inspired by deep-seated hostility to the national government. They are designed to weaken the whole constitutional structure—not only the positive power of government under the Constitution, but rights guaranteed to persons under the Constitution. They look ultimately to paralyzing the effective operation of the Constitution, which means, of course, paralyzing the nation itself.

"There is nothing new about this. Thomas Jefferson invoked the principle of states' rights on behalf of freedom, but he was almost the last statesman who did so. For well over a century now, this pernicious doctrine has been invoked for two major purposes, and almost exclusively for those purposes: to weaken government and to endanger freedom."

LABOR ROUND-UP

A unanimous decision by the Supreme Court of California has upheld the right of fire fighters and all other public employees to join bonafide labor unions. In ruling for Los Angeles Fire Fighters Local 748, the court reversed a district court decision which held that a 1960 state law did not apply to Los Angeles because of the city's special structure. The state law guarantees the right of firemen to join a union to discuss grievances and working conditions with municipal authorities. It also prohibits firemen from striking or recognizing a picketline, a rule already in effect in the union's constitution.

AFL-CIO Distillery Workers at the Madera Bonded Wine and Liquor Company plant in Baltimore won all votes cast in a plant election involving District 50 of the United Mine Workers. District 50 failed to get a single valid vote in the balloting with Distillery Workers Local 34, although it had represented the company's production and maintenance workers for the last ten years. Local 34 drew all 21 pro-union votes in the balloting.

Organizing among the nation's teachers has produced a 22,000

gain in the membership of the American Federation of Teachers, according to a report at its annual convention in New York. The gain, at least half of it in New York, brought AFT membership to an all-time high of better than 82,000. Two-thirds of the teachers in Chicago and Detroit are now petitioning for bargaining elections and organizing drives are underway in other cities across the country. New York teachers are currently set to strike on September 9, the day school opens, if their contract demands are not met.

An arbitrator has ruled that Italian responses to a Roman Catholic litany in a scene filmed for the motion picture "The Cardinal" constitutes acting, not extra work. As a result, 15 performers will receive an additional \$500 each for their work. The producer of the film had contended that the 15 members of the Screen Actors Guild were extras and that the responses were a routine matter. However, it was brought out that the performers had been given special instruction in the proper responses, which had to be memorized and employed some words not used in ordinary Italian speech.

'Come 'n' Get 'im!'



Congress has now made its move to block a strike by the nation's railroad workers against a series of management job-cutting schemes that would do away with almost 40,000 jobs at one clip. The result is to force the dangerous precedent of compulsory arbitration on the trade union movement, in this instance the railroad brotherhoods whose members are immediately affected.

The action by the Congress came with the Administration cheering openly in the wings, since it had been determined that a strike by the railroad labor organizations would not be allowed at this time. Job issues will now be put through the wringer of compulsory arbitration and collective bargaining among the rail unions and management thereby is at an end.

So-called "lesser" issues—other than the critical question of wholesale job displacements—are supposed to be dealt with jointly in further negotiations by the rail unions and railroad management. How they are expected to continue negotiating while the basic job issues are handled separately under the cloud of forced arbitration is anybody's guess.

Rail management wasn't disposed originally to do anything that could be classed as normal collective bargaining while the strike deadline kept coming closer. The situation can hardly be any different today, now that compulsory arbitration is a fact of American industrial life for the first time in history—with Congressional sanction.

The vote by Congress on the arbitration proposal does prove, however, that the lawmakers can act fast on occasion. Considering the endless debate and maneuvering on many other items of important legislation facing this Congress, it's a little surprising they made it before the deadline.

The Soviet Plan

Use of ships, including merchant shipping, as an instrument of national policy is a principle long-established in history since man

first began going to sea. The history-books often recall how Great Britain kept its status as a world power for many centuries through alternate use of her naval and merchant fleet forces.

The value of having supremacy on the seas and of having a strong national-flag fleet is a point not lost on the Soviet Union and its satellites. Red China, despite their differences, readily agrees with Moscow on this score. As a result, the Communists have been building up a mighty dry cargo and tanker fleet for the past several years.

Soviet Premier Nikita Khrushchev demonstrated the concern of the Communist world with merchant shipping only a few days ago, in the course of a semi-official visit to Yugoslavia. Although Yugoslavia is considered an "independent" Socialist government not too closely allied with Moscow, it's interesting that Khrushchev took the occasion of his visit to that country to urge the Yugoslav government to integrate its shipbuilding industry with the rest of the Soviet bloc.

The objective is to have each country build only one or two types of ships, and it was suggested to the Yugoslavs that their yards could specialize in building trans-oceanic ships, which certainly have more prestige value than smaller vessels. The Russian invitation was extended while the visitor from Moscow was touring Yugoslavia's largest shipyard, in the city of Split.

This yard is presently under contract to build eight 21,000-ton tankers for the Soviet Union in the next three years. Other Yugoslav yards have contracted to build 17 other ships for Moscow.

While Khrushchev's proposal was interpreted as a new invitation for Yugoslavia to affiliate with the Council for Mutual Economic Aid, the Soviet equivalent of Western Europe's Common Market, another point was also underscored. Moscow was making it clear, as it has many times in the past, that merchant shipping plays an important part in the Communist program for world supremacy.

SIU ARRIVALS and DEPARTURES

The deaths of the following Seafarers have been reported to the Seafarers Welfare plan and a total of \$24,500 in benefits was paid (any apparent delay in payment of claim is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates):

Horacio Da Silva, 52: Brother Da Silva died of natural causes at the USPHS Hospital, Staten Island, NY, on May 12, 1963. He had been a member of the SIU since 1943 and sailed in the deck department. A friend, Angelina Pisseri, of Brooklyn, NY, survives. Burial was at Greenwood Cemetery, Brooklyn. Total benefits: \$500.



George H. Mills, 43: Brother Mills died of drowning in a fall at Port Arthur, Texas, on July 8, 1963. He had shipped with the SIU since 1957 in the deck department. A friend, H. Sikes, of Houston, Texas, is listed as next of kin. Burial was at Forest Park Cemetery, Houston. Total benefits: \$4,000.



Thomas F. Oliver, 58: A liver ailment was fatal to Brother Oliver on June 17, 1963 at his home in Houston, Texas. He had shipped in the deck department with the SIU since 1944. Surviving is his sister, Elizabeth O. Boyd, of Tampa, Fla. Springhill Cemetery, Charleston, West Va., was the place of burial. Total benefits: \$4,000.



Arthur N. Wiggins, 57: A heart attack proved fatal to Brother Wiggins aboard the SS Malden Creek on July 10, 1963. He had been a member of the SIU since 1943 and had shipped in the engine department. His mother, Mrs. Lavina J. Wiggins, of Pamona, Calif., survives. Burial was at Pamona Cemetery, Pamona. Total benefits: \$4,000.



William F. Vaughan, 58: Heart disease was the cause of death to Brother Vaughan on July 15, 1963 in Jersey City, NJ. He had been a member of the SIU sailing in the engine department since 1944. His uncle, Joseph J. Hackett, survives. The place of burial is not known. Total benefits: \$4,000.



Herman Carson, 50: Brother Carson died of natural causes at the USPHS Hospital, New Orleans, La., on June 17, 1963. He sailed since 1951 with the SIU in the deck department. His wife, Kate Laura Carson, of New Orleans, survives. Red Bluff Cemetery, St. Helene Parish, La., was the place of burial. Total benefits: \$4,000.



All of the following SIU families have received a \$200 maternity benefit, plus a \$25 bond from the Union in the baby's name, representing a total of \$2,400 in maternity benefits and a maturity value of \$300 in bonds.

Clem Thompson, 37: Brother Thompson died of accidental causes on June 17, 1963 while at New Orleans, La. He became a member of the SIU in 1944 and had shipped in the deck department. Surviving is his wife, Ruth E. Thompson, of Mt. Ulla, NC. Burial was in Mt. Ulla. Total benefits: \$4,000.



Thomas Ennist, born July 16, 1963, to Seafarer and Mrs. Cornelius Ennist, Tampa, Fla.

Roxanne Garrity, born July 19, 1963, to Seafarer and Mrs. George Garrity, Swedesboro, NJ.

Kirt Allen Hildebrand, born June 6, 1963, to Seafarer and Mrs. Albert D. Hildebrand, Algiers, La.

Dolores June Evans, born August 4, 1963, to Seafarer and Mrs. George R. Evans, Newark, NJ.

Maria Paruas, born June 1, 1963, to Seafarer and Mrs. Umildo Paruas, Baltimore, Md.

Scott James Guillory, born June 29, 1963, to Seafarer and Mrs. Francis Guillory, Lake Charles, La.

Dean Da Silva, born June 26, 1963, to Seafarer and Mrs. Joaquim DaSilva, Brentwood, NY.

Extra Benefits

NEW YORK—A supplemental payment of \$3,500 representing the balance in SIU death benefits due to the mother of Seafarer Walton O. Hudson has been approved by the trustees of the SIU Welfare Plan. The LOG reported on June 14 that Mrs. Hudson, of Washington, DC, had received a payment of \$500 after the death of her son last April in Ivanhoe, Va. The additional payment was approved when it was determined that Brother Hudson had been an inpatient, outpatient or not fit for duty for a year previous to his death and thus was eligible for the full amount of \$4,000.

Continued Sailing Rule Proposed

To the Editor:
I am forced to comment on Brother John K. Christopher's idea in a recent LOG (July 26). I honestly consider the pension we have a "Seafarers pension," which was not set up for the land and sea Seafarer making ends meet in both directions by working ashore now and then.

Our welfare program, with many great benefits, as I see it, is for active seamen. I'm hoping to see a provision for pensions to cover 20 years of membership regardless of age in our next negotiations. I am certain that 75 percent of our members have sailed the ships all their working lives.

Our benefits have been negotiated for the active sailing Seafarers and should not be used to cover men who have retired from the sea for temporary jobs on the beach. I personally do not consider such men active Seafarers. I believe only active members with 20 years of continued sailing should be eligible for pension and retirement benefits.

Progress ahoy! On July 25, the Seafarers on board the Del Sud (Delta) were the first

deep-sea men to sail a vessel through the new Mississippi River-Gulf Outlet. It was the first time in the history of New Orleans that a ship left that well-known Gulf port for the open Gulf of Mexico by not taking the old route down the river.

As the ship made its way through the St. Bernard Parish swampland, it was possible to visualize the great future ahead for the Port of New Orleans. With many new acres of new land on each side waiting to be filled in, new docks sites for industry will start to spring up here and there to provide huge economic benefits for the area.

The cost of the project, \$95 million, is a drop in the bucket compared to all the good it will bring in the future. The crew of the Del Sud wants to thank all concerned with the building of this project and is happy over the honor of being chosen the first to use the channel.

Harold E. Crane
Ship's reporter

Widow Praises Welfare Service

To the Editor:
I want to take this time to write a few lines thanking the SIU for the \$4,000 death benefit check which we received on the occasion of the death of my husband, Edward J. Varel.

The money was greatly appreciated. Words can not adequately express our thanks because my time of sorrow came so fast.

Unexpected heart trouble sure can come on in a hurry. My husband was well and on his way to South America only two hours from home when he was stricken. This was a big blow even though he lived five more days; he still went so fast.

Thanks once again to all concerned for the wonderful help at this time.

Mrs. Judith Varel

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.

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SEAFARERS in DRYDOCK

Seafarers are urged at all times when in port to visit their brother members and shipmates in the hospitals. The following is the latest available list of SIU men in the hospitals around the country:

- NEW ORLEANS, LOUISIANA**
 - Alex Alexander
 - Chalmers Anderson
 - Golee Andrews
 - John Attaway, Jr.
 - Richard Barnes
 - Clarence Edwards
 - Julius Ekman
 - Matthew Eurisa
 - Anton Evenson
 - Natale Favaloro
 - Eugene Gallaspy
 - Robert Graham
 - James Creel
 - James Belcher
 - John Brady
 - Wilbert Burke
 - John Cantrell, Jr.
 - E. Constantino
 - Paul Cook
 - Eugene Copeland
 - Mark Harelson
 - Selfert Hamilton
 - Harry Hebert
 - William Higas
 - Vincenzo Iacono
 - Walter Johnson
 - Steve Kolins
 - Eddie LeBlanc
 - Gordon Long
 - Placido Lopez
 - Kenneth MacKenzie
 - Alexander Martin
 - Anthony Maxwell
 - Charles Parmar
 - William Roberts
 - Billy Russell
 - Alonso Sistrunk
 - Andrew Smith
 - Viljo Sokero
 - Fred Spruell, Jr.
 - Alfred Stout
 - Adolph Swenson
 - Ruffin R. Thomas
 - Clarence Tobias
 - Robert Trippie
 - William Wade
 - James Walker
 - Robert White
 - Leon Webb
- CHARITY HOSPITAL NEW ORLEANS, LOUISIANA**
 - James DeMarco
- STATEN ISLAND, NEW YORK**
 - Cornel Amelink
 - Vernon Burkhardt
 - Charles Brinton
 - Agustin Calderon
 - Benny Callorano
 - Anthony Carames
 - Antonio Carrano
 - Ralph Caramante
 - H. L. Crabtree
 - Stanley Czarneciel
 - Edward Conway
 - Well Denny
 - Richard Feddern
 - Erick Fischer
 - Daniel Gemeiner
 - Robert Godwin
 - Edwin Harriman
 - M. Hanboussy
 - Richard Haskin
 - Charles Raymond
 - Calvin Jones
 - Carl Kendall
 - William King
 - Phillip Korat
 - Edward Krulinski
 - Ben Ladd
 - Grover Lane
 - Bjorn Lerwick
 - Jesus Landron
 - Gust Liakos
 - Frank Lire
 - Antonio Longueira
 - Henry McRorie
 - James MacCrea
 - Isaac Miller
 - John Murphy
 - George O'Rourke
 - Thomas Ramirez
 - Pedro Reyes
 - M. A. Said
 - Joseph Scully
 - James Sherlock
 - James Shiber
 - Manuel Silva
 - John Sovich
 - Thomas Stafford
 - Lester Sturtevant
 - John Szczepanski

- USPHS HOSPITAL GALVESTON, TEXAS**
 - Wilmer Black
 - Mervin Brightwell
 - E. J. Berg
 - R. L. Cooper
 - Edward Douglas
 - Leslie Dean
 - A. E. Johanson
 - James King
 - B. Kazmieraki
 - Joseph LaCorte
 - William Lawless
 - John Maher
 - George Noles
 - Frederick Primeau
 - Robert Sheppard
 - Jack Strahan
 - Pete Triantafillos
 - Erwin Whittington
- VA HOSPITAL HOUSTON, TEXAS**
 - John Williamson
- USPHS HOSPITAL SAVANNAH, GEORGIA**
 - Lloyd Sheffield
 - Robert Christensen
 - E. C. Anderson
 - Ignazio D'Amico
 - J. C. Leaseter
 - Douglas Wood
- USPHS HOSPITAL NORFOLK, VIRGINIA**
 - Edward Gantha
 - Innes Blakenship
 - Robert Davis
 - Joseph Feak
 - Herbert Fentress
 - Richard Gray Jr.
 - Harry Hayman, Sr.
 - Charles Huriburt
 - William Mason
 - James Whitley
- SEATTLE, WASHINGTON**
 - Edward Cichorek
 - Thomas Colbert
 - R. E. McLeod
 - Raymond Ruppert
 - Richard Shaffner
 - W. Smith

- USPHS HOSPITAL BRIGHTON, MASS.**
 - Vin. Chamberlain
 - L. C. Middlebrook
- USPHS HOSPITAL BALTIMORE, MARYLAND**
 - Jos. Bertorelli, Jr.
 - Chf. Brissett, Sr.
 - Joseph Carames
 - William Davis
 - Sidney Day
 - John Emerick
 - Benjamin Gary
 - Donald Gary
 - Michael Gaudio
 - Gorman Glaze
 - Carl Jupitz
 - James Kelly, Jr.
 - Gustave Loeffler
 - Rafal Meslowski
 - Stanley Lowery
 - Roy Newbury
 - Bryon Ricketts
 - Jack Sanders
 - John Shannon
 - Carl Smith
 - Robert Stubbert
 - Opie Wall
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
 - F. B. Ablin
 - Colon Boutwell
 - Riley Carey
 - George Champlin
 - Thomas Connell
 - Francisco Gonzales
 - Donald Hampton
 - C. R. Hummel
 - F. A. Lagrimas
 - Henry Lovelace
 - E. B. Olson
 - Casas I. Roble
 - H. K. Shellenberger
 - L. B. Thomas
 - Sherman Whight
 - James Williamson
- USPHS HOSPITAL FORT WORTH, TEXAS**
 - Willie Young
 - Gerald Algerson
 - Benjamin Deibler
 - Adrian Durocher
 - Abe Gordon
 - James Grantham
 - Joseph Gross
 - Thomas Lehay
 - George McKnew
 - Arthur Madsea
 - Max Olson
 - William Kenny
- VA HOSPITAL WEST ROXBURY, MASS.**
 - Raymond Arsenault
- USPHS HOSPITAL MEMPHIS, TENNESSEE**
 - James McGee
 - Frank Martin
- VA HOSPITAL NORTHAMPTON, MASS.**
 - Maurice Roberts
- US SOLDIERS' HOME WASHINGTON, DC**
 - William Thomson

Get Certificate Before Leaving

Seafarers are advised to secure a master's certificate at all times when they become ill or injured aboard ship. The right to demand a master's certificate verifying illness or injury aboard a vessel is guaranteed by law.

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

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LOG-A-RHYTHM:

Sea Story

By Jose M. Melendez

Hi there, mates,
Please listen to me,
While I tell of a voyage
On the SS Victory.

We started out of Texas,
From the Port of Galveston;
Where the crew was very jolly
After having had some fun.

The seas were calm and very
smooth,
A pleasant sight to see—
It made our hearts feel pretty
good
Aboard the Victory.

The captain and his topside bunch
From chief mate down to third,
The chief and his assistants
From one to number three.

The steward and the galley crew
As fine as fine can be,
The BR and the messboy
Worked together easily.

The bosun and his deckhands
All busy as can be,
Took out the kinks in all the line
So proud for all to see.

The oilers watched their gauges
And pumps and water cocks;
Trying to do their very best
To see who would be tops.

There isn't much to say of three
I mean those F and WTs,
Who stand their watch and mind
their own,
And only think of getting home.

Let's not forget the wiper, boys,
He is a one-man team;
With mop and bucket enjoys his
work
Helped by Norwegian steam.

And don't forget
The one and only, good old
"Sparks."

Who prints the news for free;
Much more than we expect,
heading out to sea.

As for the chief electrician
And his single-o sidekick,
They were busy with AC-DC,
During the whole darn trip.

So far I've only told you
What it was like, going South,
To the land of señoritas
With tan and lovely mouths.

Now the time has come for me
To divulge the truth in thought,
Of our trip down to Rio,
And our return on heading
North.

During our short stay in Rio
While some enjoyed their booze,
They forgot their obligations
And let all rules go loose.

This caused the once-good skipper
To write names in a little book;
Now he's a no-good SOB.
They think that they've been
rooked.

They changed their way of
thinking,
Those once-jolly boys aboard,
All their crying out and bitching
Has become a great big bore.

There'll be some hell a-raising
When the payoff time arrives,
'Cause for some there's plenty
money
While for others only five.

When the girls way down in Rio
Helped our boys drink up the
wine,
Little did those boys suspect
What would happen on ship's
time.

I must end here now the story
Of the voyage I just told,
Hoping it has done some good
For seamen much too bold.

Below Decks



Seafarer Tom Bohr, oiler, is seen from above going about his oiling chores in the engine room of the Yorkmar (Calmar). He's pretty intent on the job, in spite of the cameraman lurking around.

"For devotion above and beyond the call of duty" is the way some military citations for bravery and good works are phrased. On the Seatrain New York (Seatrain), however, the commendation was a bit more routine in the form of thanks to the steward department for good food and service. The only unusual happening at the ship's meeting which reported the vote of thanks concerned the crew messman.

Understandably, a question was raised by one of the crew as to why some of the night lunch "disappeared" for a while—and was put in the dumbwaiter. But the messman had a ready answer to this query. He said the food was stashed to keep it away from the longshoremen in one port, since the dockers frequently help themselves—unasked—to most of the edibles set aside for the regular crew.

A different kind of food note comes from the Longview Victory (Victory Carriers). A motion by John Wolden, seconded by Jim Wilson, at a recent ship's meet-



Wolden



Brewer

ing, called for the storing of canned goods and hotplates in the slopchest. Since there were no beefs reported on the Longview's feeding, this must mean that some of the gang is interested in after-hours cookery on their own or may be setting up some light housekeeping facilities ashore. Besides having an interest in food, Wolden is also the engine delegate aboard.

Meeting secretary Jack Hannay on the Marymar (Calmar) says there's a kind of "two-pot system" going on the Marymar, but it has nothing to do with feeding this time. He reports that the fan in the messhall is not running because it needs a new wiring job, and that the crew would like to have a washroom fan also. Hannay says the officers have two fans in some rooms plus a fan in the toilets.

SIU trainees aboard the Overseas Rose (Maritime Overseas) drew a vote of thanks for a good job done aboard during the past couple of weeks. Singled out for praise in various departments were sea newcomers R. McCarthy and M. McKay, wipers; Steve Hanna, OS, and T. Sheppard, saloon pantryman. The rest of the steward department on the Rose was likewise given a vote of appreciation for good baking and very good cooking by all concerned.

The "thank-you's" are also plentiful on the Producer (Marine Carriers), where the report from ship's delegate C. B. Dickey is that everything is running smooth and all departments are working well

together. The delegates on there are L. Bartlett, for the deck gang; B. J. Brewer, engine department, and R. D. Bridges, for the galley crew. . . . On the Del Sol (Delta), a just-adopted motion cites the fact that the deck department has "served its time" in the ship's delegate spot and that the steward department should take a turn at the job. Jaime Fernandez was elected.

A safety note comes from the Choctaw (Waterman), where SIU oiler John Der, serving as engine department safety representative, suggested the use of crash helmets for the men working in the engine-room while the vessel is in port, and at sea for anyone down below while someone else is working in the upper engine room. A check is now being made around the ship to locate some crash helmets that used to be aboard. If none are found, four hard-hats are to be ordered as a safety measure.



Making salads to keep the gang on the Panoceanic Faith (Panoceanic Tankers) in good shape, crew pantryman H. Johnson is hard at it on his specialty. Ship's delegate James R. Batson turned in the photo.

Seafarer's 6-Year-Old Snares Drawing Prize

When Seafarer James Lupo, Jr. got home from an offshore trip a few weeks ago, he learned that his son, Jamie, had done it again. Jamie, age 6, had copped another prize in a children's drawing contest—a \$25 US bond this time.

The youngster's previous "invasion" of the art world had won a selection of toys.

Jamie is one of the three children of Lupo and his wife, Sally Ann, and will be entering the first grade at Public School 14 in Staten Island, NY, next week, when school starts for the fall term. The budding artist has only a year of kindergarten under his belt right now.

His latest prize was in a coloring contest sponsored by a daily news-



Jamie Lupo

paper, the "New York Mirror," in conjunction with the metropolitan area showing of a new film, "Jason and the Argonauts." Jamie is not too well acquainted with the ancient history retold in the modern movie, but he apparently had no trouble handling the art chores connected with the promotion campaign designed to get New York youngsters interested in the film.

Besides Jamie, Lupo also has another son, Steven, 5, and a daughter, Kathleen, 3, neither of whom has made their debut in the art world yet. Shipping with the SIU since 1956, Lupo, 39, sails in the deck gang and is a veteran of the Navy and Marine Corps. His present job is bosun on the Taddai Village (Consolidated Mariners), which is the former Bull Line freighter Emilia.

MEET YOUR OLD SHIP MATES AT THE SUI'S OWN

Port O'Call

IN THE BALTIMORE AND N.Y. HALLS, SWAP YARNS AND WATCH THE FIGHTS ON TV. NEW LOW PRICES AND YOU'RE ALWAYS WELCOME HERE AT YOUR OWN PLACE. OWNED AND OPERATED BY THE SEAFARERS INT'L UNION-AGE-AFL

STEEL ADMIRAL (Isthmian), July 28—Chairman, Y. Chlinski; Secretary, L. J. Norczyk. One man left in Ceylon due to illness. See patrolman about sougeeing messhalls and galley once a month during trip. Delegates should see patrolman before meeting with crew. Discussion on keeping pedlars off ship. Request better apples and to have ship sprayed for roaches. Need better slopchest.

DEARBORN (Dearborn Shipping), August 2—Chairman, Charles Stambul; Secretary, Howard L. Collins, Jr. All departments have cooperated well during entire voyage. Request that vessel be fumigated for roaches. Steward thanked crew for its cooperation, and requested that all linen be turned in at payoff.

NORTHWESTERN VICTORY (Victory Carriers), no date—Chairman, L. S. Smith; Secretary, J. M. Doherty. Considerable disputed OT, \$8.06 in ship's fund. Wipers did not have sufficient cleaning material to do sanitary work. Messman's bed springs need to be repaired. Vote of thanks to steward department. Slopchest not properly stocked.

YORK (Ship Operators), August 18—Chairman, M. T. Morris; Secretary, M. A. Warren. Some disputed OT in all three departments. Request that patrolman see company officials about cleaning water tanks, and repairs that are needed. Motion that stores are to be checked. Request more vegetables. Special meeting to be held before payoff regarding food.

LONGVIEW VICTORY (Victory Carriers), August 17—Chairman, John Curlew; Secretary, John Wolden. \$20.00 in ship's fund. No beefs reported by department delegates. Motion that automatic dryers be installed on all ships. Motion that canned goods and hot plates be carried in slopchest. Discussion on pro-

posed Coast Guard crackdown on physicals.

STEEL NAVIGATOR (Isthmian), July 28—Chairman, Frank Balasia; Secretary, John D. Pennell. Ship's delegate reported on the contaminated water situation. Letter sent to headquarters regarding same. He also discussed the need for better living conditions and quarters which are overcrowded. \$49.00 in ship's fund. Vote of thanks to the steward and entire department, and to the ship's carpenter for the job he did on the ship's antenna. Vote of thanks to the ship's delegate for job well done. Steward stated that the ship's medicine should be checked before sign-on for an adequate supply, and to see that the medicine is not outdated. Crew asked to take care of ship's linen.

DEL ORO (Delta), August 4—Chairman, L. J. Byrnes; Secretary, G. A. Hill. G. A. Hill was elected to serve as ship's delegate. Everything running smoothly. \$29.75 in ship's fund. Motion that transportation should be paid by Union to men who catch a job outside of their respective ports, and the Union in turn should collect from the company.

OVERSEAS ROSE (Maritime Overseas), August 14—Chairman, Lucky Pritchett; Secretary, L. B. Dooley. No beefs reported by department dele-

gates. Ice machine not producing sufficient ice for crew at present. Vote of thanks to the steward department and to trainees for doing a good job.

STEEL FABRICATOR (Isthmian), July 21—Chairman, Richard Vaughan; Secretary, Peter Beam. No beefs reported by department delegates. Motion to consult Food Plan representative about slab bacon and pork link sausages that was to be taken care of last trip. Motion to concure with crewmembers of Steel Scientist in urging Union representatives to negotiate the same agreement for men standing watches in port as the mates and engineers have, such as OT for watches after 3 PM and before 8 AM, regardless of whether cargo is being worked or not. Ship's delegate to see boarding patrolman about having quarters and store rooms fumigated for roaches.

OMNIUM FREIGHTER (Suwannee), no date—Chairman, Sykes; Secretary, Driscoll. Membership goes on record not to accept company's word that repair work will be done during voyage, as this is impossible because of failure to secure parts, materials and tools during the two previous voyages. Request new washing machine. Fresh water tanks should be cleaned and ship needs to be fumigated. Tools and spare parts to be brought aboard.

ROBIN GOODFELLOW (Robin), Aug. 11—Chairman, L. Gadson; Secretary, L. Porcari. \$18.00 in ship's fund. Some disputed OT in deck and engine departments. Suggestion that food committee have company obtain coffee mugs instead of cups. Ask patrolman to see if ice-cube machine can be installed on board and to check with captain about giving draw on week-end overtime. Food committee to see if fresh canned milk can be discontinued so fresh milk can be purchased in foreign ports when available.

DIGEST of SIU SHIP MEETINGS

A Sailor's Shore Leave In Old London Recalled

By Captain R. J. Peterson

Stories from the distant past when he was a young sailor first making his way at sea are a speciality of Captain Peterson's periodic contributions to the LOG. The following is his own account of shore leave in England over 50 years ago.

Reading the Sunday edition of the "New York Times" recently, I came across the mention of the town Ipswich, in England. I visited that quaint town—in 1907—when I was a young sailor on the "Cornelius," a Latvian schooner commanded by a 28-year-old master. Tall and upright, with a black beard, our skipper looked like John the Baptist in the flesh.

Conditions on the Cornelius were so unbiblical as I recall it, that I had to run away from her and leave behind my pay. It came to pass however, that Cornelius, with its captain and crew, was lost on the return passage and was never heard from again.

Later that same year I was on the Eden under a widower captain who brought girls aboard in every port to enjoy himself. That's when I first saw London, the sailor town. Dockworkers there swore at each other and made fierce faces as if they would fight to the death and go to hell together.

On Sundays there was the Salvation Army marching, holding meetings and singing, with the band playing and the men and lassies praying raptured as if going to heaven together.

In the evening sailors and their girls drank and danced till dawn at Charlie Brown's, next to the Scandinavian Seamen's Home. Brawls usually climaxed the play, as sailors of one nationality, perhaps a half dozen strong, fought some other nationality just as strong. The girls would let out a

scream and run before the bobbies could come with amused smiles and send the sailors home. There was one gala night when Norwegian sailors and Chinese coolies had a big brawl in the street. Fists and pigtails flew.

The Start And End Of A Day



End of a busy day for "Danny," the midships bedroom steward on a recent voyage of the Ocean Evelyn (Ocean Carriers), finds him sacked out in the messhall (top) with a magazine and a couple of chairs to prop his feet. Candid cameraman Allen E. Durgin, dayman, also caught shipmate Sverre Pedersen, 8-12 AB, getting dressed on the run (above, left) to be in time for his regular turn at the wheel. Pedersen was on the alert for the next shot, when Durgin snapped him in the wheelhouse.

LOG-A-RHYTHM:

Teen-Time

By J. L. Gomez

Angry voices fill the room
The storm is at its peak;
Three days after they hit 18,
You should hear the way they speak.

Leave me alone.
I hate you.
I speak for my sister too.
We hated you
From the very first day,
We came to your house to stay.

Now I'll leave this prison,
Where I have been a slave;
Nobody here is the least bit sane,
I've got my life to save.

I've waited long for 18
Oh, how I feel the change;
To heck with all your teaching,
It can go right down the drain.

Now I will be happy
Away from all of you,
To do as I damn well please,
So here are all your keys.

I can go to bars,
Stay out all night,
Who cares what's right or wrong;
Dress as I please,
In summer or winter,
Eighteen is what I've been waiting for.

Shorthanded?

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

MONTICELLO VICTORY (Victory Carriers), July 22—Chairman, J. E. McKeith; Secretary, C. Garner. \$20.00 in ship's fund. Vote of thanks given to Brother McKeith for a job well done as ship's delegate. No beefs reported by department delegates.

ALCOA PIONEER (Alcoa), July 20—Chairman, F. Mitchell; Secretary, J. M. Davis. No beefs reported. Television and \$40.00 in ship's fund to be turned over to child welfare agency or hospital for crippled children. Receipt for same to be posted. Vote of thanks to the steward department.

PENN EXPORTER (Penn Shipping), June 23—Chairman, C. E. Martin; Secretary, Z. A. Mackris. \$25.00 in ship's fund. Few hours disputed OT in engine department to be taken up with patrolman. Motion made that no one sign off or on until new mattresses are put aboard. Ship should be fumigated. Vote of thanks to steward department for best feeding.

PONDEROSA (Trans-Asia), June 29—Chairman, D. C. Nelson; Secretary, Charles Sherpinski. \$6.00 in ship's fund. One man put ashore in Greece with back injury. Saloon mess put ashore in Karachi with back injury, along with steward. Bosun to take pictures of deck cargo to show unsafe working conditions.

LUCILE BLOOMFIELD (Bloomfield), July 17—Chairman, Nils Beck; Secretary, Dick Birmingham. Ship's delegate reported on OT submitted on previous voyage which delayed the payoff. One FWT missed the ship, which sailed short from New Orleans. \$3.52 in ship's fund. Orville Arndt was elected ship's delegate. Motion to send letter to negotiating committee on better safety and working condi-

tions, and better living conditions on this particular ship. Crew particularly interested to know why, when space is available, the ship's baker must be roomed with a man who is on day work, and the third cook must occupy quarters with three other crewmembers.

SEATRIN LOUISIANA (Seatrains), July 20—Chairman, Herbert C. Justice; Secretary, Stephen J. Giardini. Alvah F. Burris was elected to serve as ship's delegate. \$101.22 in ship's fund. Motion to have committee check into the feasibility of SIU members getting pension after 20 years of seetime. This motion was explained to the members and the crew accepted the patrolman's report. Steward will get garbage can for laundry room. Duties of cleaning laundry room squared away. Duties of cleaning foci's fans discussed and squared away.

HASTINGS (Waterman), August 7—Chairman, Robert Wurster; Secretary, John Wells. Ship's delegate reported that several matters regarding the 1st assistant engineer will be taken up with the patrolman. Engineer is causing dissension in all departments. Men using washing machine were asked to clean machine and to short off washer after use.

STEEL VENDOR (Isthmian), August 4—Chairman, F. Shala; Secretary, J. Goude. All repairs were taken care of. All members were requested to keep the outside screen doors locked in port, and also to keep the mess-room locked. \$36.42 in ship's fund. Motion to have a coastwise payoff one day before sailing foreign. Motion to have negotiating committee ask for a 32-hour week. Motion to have extra

meals raised to \$1.00 each. Motion to be paid day by day. Vote of thanks to SIU West Coast representatives who gave ship top-notch support in settling beefs. Vote of thanks to the baker.

AZALEA CITY (Sea-Land), August 10—Chairman, Louis Cevette; Secretary, J. P. Fitzgerald. R. Broomhead resigned as ship's delegate. J. P. Fitzgerald elected to serve in his place. \$12.07 in ship's fund. Some disputed

DIGEST of SIU SHIP MEETINGS

OT for delayed sailing and restriction to ship to be taken up with patrolman. Vote of thanks to the steward department for improvement in food. Ship ran aground in Ponce Harbor and was on the rocks for four days until freed with the aid of divers.

COLUMBIA (Oriental Exporters), July 28—Chairman, Michael A. Peges; Secretary, T. F. Greaney. Ship's delegate reported no beefs. Captain very satisfied with crew. Letter to be written to headquarters regarding new washing machine for this ship.

DEL AIRES (Delta), August 4—Chairman, G. Gage; Secretary, S. Rothschild. Ship's delegate reported

master's request that all men who receive not-fit-for-duty slips from doctor must remain on board for treatment until well, unless hospitalized. No beefs reported by department delegates.

JEFFERSON CITY VICTORY (Victory Carriers), July 21—Chairman, Walter W. Leclain; Secretary, D. M. Woods. Ship's delegate read a letter submitted by the crew regarding the drinking and washing water that was put aboard at Freeport in the Bahamas. Water was declared unfit for consumption by the US Public Health Service. All delegates met with the captain who readily agreed that something should be done about the bad drinking water and took matter up with the chief engineer. Crew recommends that the drinking water and tanks for storage of domestic water be tested and inspected by the USPHS as soon as possible or before vessel leaves the US for foreign voyage. Crew would like the Union to check with the company why the agent in Port Said is charging 35c to mail a letter and the agent in Aden charges 50c.

ALCOA POLARIS (Alcoa), July 6—Chairman, Pedrosa; Secretary, Robert Kyle. Crew of this ship won \$150.00 safety award and voted to buy a radio for crew's mess. Motion that all SIU ships be air-conditioned when traveling in tropical waters. Discussion about fixing or replacing washing machine.

TRANSHUDSON (Hudson Waterways), May 30—Chairman, T. Hankins; Secretary, W. Mulling. William Stanley was elected to serve as ship's delegate. No beefs reported by de-

partment delegates. Ship's delegate to see captain about paying transportation due men shipped from Jacksonville to Savannah. Also to have stowage price list posted on bulletin board.

STEEL ADMIRAL (Isthmian), May 12—Chairman, T. Chlinski; Secretary, C. F. Boyle. No beefs reported. Crew dissatisfied with canned milk and would like to buy milk wherever available. Headquarters urged to take appropriate action. Field discussion on draws. Agreement reached and captain will be notified.

DEARBORN (Dearborn Shipping), May 21—Chairman, C. Stanbul; Secretary, William King. J. Bowdon was elected to serve as ship's delegate. No beefs reported by department delegates. Membership agreed to have snap hooks put on doors leading into passageways so that pedlars can be kept outside on main deck. No one be allowed in messroom or any part of ship unless they are allowed by the captain.

TOPA TOPA (Waterman), August 18—Chairman, Mike Reed; Secretary, Pete Plascik. No beefs reported by department delegates. Motion to have itinerary and voyage addresses posted as soon as possible during the first part of the voyage. Discussion on food beef. Item squared away.

POTOMAC (Empire Transport), August 11—Chairman, J. Murray; Secretary, J. Lamb. Some disputed OT to be settled. Patrolman to see if something can be done about ventilators for lower deck. Vote of thanks to steward department for job well done.



PERSONALS and NOTICES

Ex-SS Venore
Checks for disputed overtime from the above vessel are being held for J. E. Brown, FWT; R. Hopkins, AB, and R. J. Kelly, AB, at the Houston SIU hall.

Income Tax Refund.
Checks for the following are being held by Neil V. Pardo, 2420 First Avenue, Seattle 1, Wash.:

- Alabakoff, Damian; Andrews, Carroll H.; Bradshaw, Perry; Berg, George J.; Bobbitt, A. D.; Broc, Rudolph; Cago, Robert A.; Canul, Jose; Chase, Richard C.; Clark, Verris A.; Cox, Leonard J.; Crehan, Edward R.; Crist, Earl M., Jr.; Crum, Marvin; Curtis, Maxine; Datzko, William; Delander, Frederick; Edwards, Kikue; Everett, Wilbur Lee; Fox, James; Gertz, George I.; Graham, George W.; Hawkins, Erick; Hellig, Robert J.; Higgins, Leonard M.; Howarth, John V.; Idzal, Vance L.; Johnston, Leonard B. and Happy; Kallio, Joseph B.; Koutz, B. J. and V. M.; Kroll, Will I.; Lauritsen, J. M. and Y. M.; McAndrew, Robert N.; McDonough, John P.;

Marsh, Lloyd C.; Martinussen, Charles; Mates, James J. M.; Meher, Kiyoko; Miller, Michael C.; Mikkelborg, Halle; Napaepae, Edward N.; Noble, Manual C.; Oromanor, Albert and Margaret; Penner, Joseph J.; Raynes, David T.; Reck, Warren; Sandanger, Marius; Samson, Edward; Shearer, William D.; Slosarczyk, John F.; Tripp, Norris; Vinluan, Gervacio; Webb, Lawrence; West, William M.

Clifford A. Sewell, S-1025
Your mother, Anna E. Sewell, advises that her new home address is 3202 Fielding St., Flint, Mich. (48503).

Leslie J. Brihant
The above-named or anyone knowing his whereabouts is asked to get in touch with his mother, Mrs. J. H. Riley, 342 Montclair Avenue, San Antonio 9, Texas.

James Francis Mahoney
You are advised to contact your father at 14 Commonwealth Ave., Lake Ronkonkoma, NY, or Local

Board No. 1, Selective Service System, 322 Main St., Port Jefferson, NY, as soon as possible.

Walter W. Chancey, PB-16503
Get in touch with Local Board 31, Selective Service System, 416 Tampa Street, Tampa, Fla., as soon as possible.

Henry E. Smith
It is urgent that you contact your father, Paul R. Smith, 404 S. Ann St., Baltimore 31, Md.

Max Steinsapir
The above-named or anyone knowing his whereabouts is asked to contact Abe Weistock, 5430 Nel-

son Ave., Baltimore 15, Md., or Dr. A. D. Schindler, 392 Bury New Road, Manchester-Salford 7, England.

James Davis, D-171
Personal correspondence being held for you by the Records Department at SIU headquarters.

SIU HALL DIRECTORY

SIU Atlantic, Gulf Lakes & Inland Waters District

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- EXECUTIVE VICE-PRESIDENT**
Cal Tanner
- VICE PRESIDENTS**
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Stop 20
Keith Terpe, Hq. Rep. Phone 724-2848
- SEATTLE** 2505 1st Ave.
Ted Babkowski, Agent MAin 3-4334
- TAMPA** 312 Harrison St.
Jeff Gillette, Agent 229-2788
- WILMINGTON** Call 503 N. Marine Ave.
George McCartney, Agent TErminal 4-2528

Unions Hit Bonner Bill

(Continued from page 3)

SIU's continued fight against such dangerous legislation in any form."

Among the AFL-CIO organizations which have advised the House Merchant Marine and Fisheries Committee of their strenuous objections to the Bonner legislation are the following:

- Airline Dispatchers, Aluminum Workers, Barbers, Boilermakers, Bookbinders, Cement, Lime, & Gypsum Workers, Chemical Workers, Commercial Telegraphers, Communications Workers, Flight Engineers, Glass Bottle Blowers, Hotel & Restaurant Employees, Iron Workers, Lathers, Locomotive Engineers, Machinists, Meat Cutters, Musicians, Photo Engravers and Plasterers.

Also, Post Office Motor Vehicle Operators, Postal Clerks, Potters, Pulp & Sulphite Workers, Railroad Trainmen, Railway Clerks, Railway Signalmen, State, County & Municipal Employees, Stove Mounters, and United Textile Workers.

The New York, Florida, California and Michigan State Federations are also among the groups that have voiced opposition to the Bonner bill to date.

In an appearance before the House Merchant Marine group on March 14 and again on March 19 to voice opposition to the Bonner proposal, Hall had pointed out that the bill would not answer any of the many problems plaguing the American merchant marine. He added that the merchant fleet could not be strengthened until positive efforts were made to overhaul and update the nation's maritime policies in terms of present-day needs and conditions.

Schedule Of SIU Meetings

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

- Detroit September 6
- Houston September 9
- New Orleans... September 10
- Mobile September 11

West Coast SIU Meetings

SIU headquarters has issued an advance schedule through November, 1963, for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

The schedule is as follows:

Wilmington	San Francisco	Seattle
September 16	September 18	September 20
October 21	October 23	October 25
November 18	November 20	November 22

SIU BULLETIN BOARD

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

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, first notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:
Max Harrison, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1630, New York 4, NY
Also notify SIU President Paul Hall at Union headquarters by certified mail, return receipt requested. Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

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

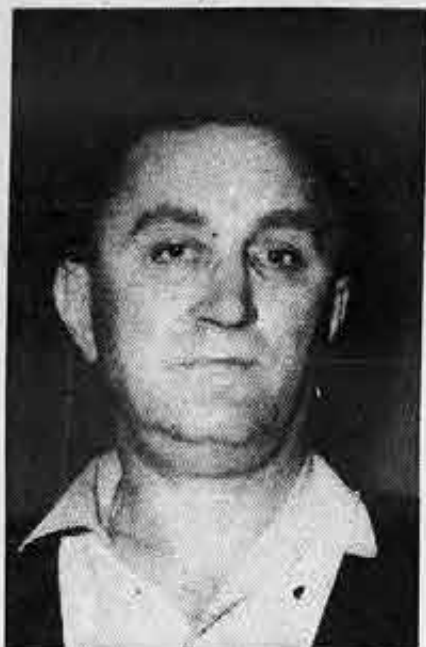
PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstance should any member pay any money for any reason unless he is given such receipt. If in the event anyone attempts to require any such payment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

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

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

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

KNOW YOUR RIGHTS



EUGENE SOBSZAK
EX-SS MANHATTAN

"I always like to let my vacation money pile up and let the time build so I can use it as my 'ace in the hole' whenever I need it. By letting the money pile up, I know it's always available fast when I want to get some cash in a hurry. I collected a vacation check for about \$200 about a month ago and it really came in handy. . ."



GEORGE HENRY ROWLAND
EX-SS ANDREW JACKSON

"I usually try to let about four or five months of vacation money accumulate before I cash in my discharges. At the \$800 rate per year, this is a sizeable amount. I hope to take some college courses starting this fall and would like to work one day for a law degree. This kind of a nest egg helps make it possible. . ."

ISAAC EMILIO
EX-SS VENORE

"If I'm not out on a ship somewhere where I can't get at it, I always try to cash in on the vacation money as soon as I get 90 days' time. The Plan is



a good one because you can let the money stay there or collect it when you want. I can always use the money, like everybody else, I guess. . ."

The Inquiring Seafarer

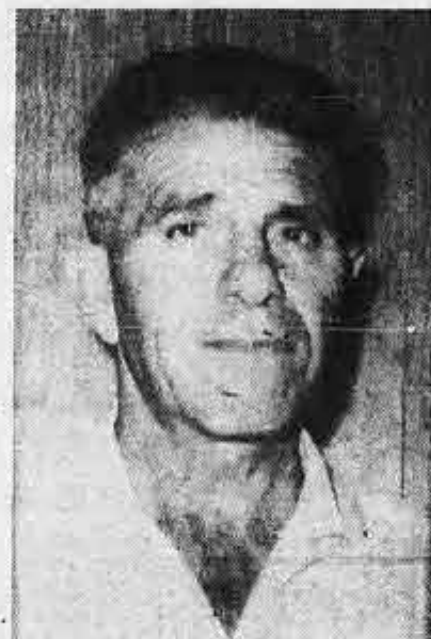
"How do you handle your SIU Vacation Plan money?"

A group of Seafarers at SIU headquarters last week was asked about its individual preferences in collecting SIU Vacation Plan benefits, as total payments under the Union vacation program went past the \$25-million-figure. All of them had been sailing SIU-contracted ships for years, and some—shipping with the SIU since 1938—well recall the days when paid vacations for seamen were few and far between.

Today, vacation payments for SIU men are a matter of routine whenever they accumulate 90 days or more of seetime, no matter how many ships are involved. The annual vacation pay rate—originally \$140—now stands at \$800. The Plan has filled an important role in raising seamen's benefits and in bringing about conditions previously unheard of for men in the foc'sle.

E. P. ROSENQVIST
EX-SS INGER

"My motto is to let the vacation money accumulate a little, but not too much. As soon as I see that I've got a little bundle building up in the till, I like to



cash in on it. It feels pretty good when I know that I have it in my pocket and can do whatever I want with it whenever I decide to collect what's due. . ."



JOHN METSNIT
EX-ROBIN SHERWOOD

"I don't know how anybody else finds things, but I can always use extra dough. I try not to let the vacation money pile up too long, because I always seem to need money right away. The Vacation Plan makes this simple, because I usually can work it out to cash in every 90 days. I've been collecting vacation like this since 1952. . ."

OTHO BABB
SS ELIZABETHPORT

"I'm still shipping on the Elizabethport and collected a vacation check a couple of months ago. As far as I'm concerned, I cash in on my vacation time right away. As soon as I get 90 days or over on discharges, I like to cash in on my time and put the money in the bank. In that way, I can start accumulating interest right away. . ."

