



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



**New Hall.** Seafarers Alfred Sawyer, James Meehan and Phil Adkins look over the exterior of the new SIU hall in Norfolk in photo taken late last week. Hall will be ready for shipping on November 2. (Story on Page 2.)

## SIU Maps Fight

# HIGH COURT RULE CUTS SAFEGUARDS ON SEAMEN'S PAY

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# Canada Clamps Curb On Unions

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## SIU Co's Spur Bids For C-4 Ship Breakout

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## Jones Act Bill Lapses; Action Due In Senate

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## Protest To Parliament By Canadian Seafarers.

Nearly 2,000 members of the SIU of Canada mass at demonstration on Parliament Hill in Ottawa, to protest government trusteeship over maritime unions. Signs identify their home districts. (Story on Page 3.)



# Shipping In Norfolk Shifts To New SIU Hall Nov. 2

NORFOLK—Shipping and registration for Seafarers in this port will start in the new SIU hall here on Saturday, November 2. Full operation of the brand-new building is expected to be in effect on Monday, November 4.

The new one-story structure at Third Street and Willis Avenue will provide a vast improvement over the facilities in the old building at 416 Colley Avenue, which is being vacated. Completion of the construction actually took less than a year, since ground for the building was first broken on October 29, 1962.

A bad winter caused some construction delays due to frost and weather damage to some of the exterior brickwork.

Telephone numbers for the Norfolk hall are the following:  
622-1892  
622-1893

The new hall is part of the SIU's continuing building and expansion program in many ports to provide complete, modern facilities adequate to the needs and growth of the SIU membership. Seafarers as well as members of several SIU affiliates in the Hampton Roads area will utilize the services and facilities of the building.

#### Expanded Facilities

Included in the fully air-conditioned structure is an expanded hiring hall, ample space for union meetings of up to 300 persons, new recreational services, accommodation for a snack-bar-cafeteria and space to handle all membership and business functions of the Union. The exterior features a landscaped terrace and a 40-car parking lot.

The one-story building, constructed so that an additional floor can be added later if needed, is much closer to the busy pier area than the Colley Street location. The Colley Street site has been utilized since the closing of the Bank Street hall here in 1959.

In addition to the Norfolk facility, new buildings opened since 1960 for the use of Seafarers and their families include Houston, New Orleans and Philadelphia.

Besides these, a number of temporary locations have been established over the years for organizing and servicing the membership in different areas.

## SIU Co's Spark Bidding On C-4s

WASHINGTON—At least 14 US ship operators have now put in applications for the 18 C-4 troopships recently released by the Navy for conversion to merchant fleet use. The 14 operators have filed for a total of 41 vessels, although the Navy has released only 18 in a long-range move to upgrade the fleets of non-subsidized operators.

The list of applicants includes eight SIU-contracted operators. They are Calmar, Hudson Waterways, Marine Carriers, Oceanic Petroleum, Penn Marine, Penn Navigation, Penntans and Waterman. Waterman alone is reportedly seeking 12 of the 18 available ships. The other SIU-contracted operators have put in requests for an additional 17.

#### 43 C-4s In Fleet

In all, there are 43 C-4 types in the reserve fleet.

The move by the Penn shipping interests for C-4 tonnage is apparently geared to their application last spring for Government assistance on the construction of three specialized bulk cargo vessels. US shipping aid for bulk carriers has been denied in the past, in line with the policy of restricting such aid to general cargo and liner vessels only.

Most American foreign trade cargoes today consist of basic bulk cargoes, however.

Under the announced program regarding the C-4s, the available ships would be turned over to US unsubsidized operators in exchange for some of their older, slower tonnage.

#### Navy Releases Ships

Strong interest in trading in their small, aging vessels has been shown by US operators for some time, but the Navy Department has refused until now to release most of the C-4s from the reserve fleet. They have been designated for use only during an emergency.

The Maritime Administration is accepting applications for the C-4s until November 15. The vessels are 15,000 tons with a speed of 17 knots. C-4 types already manned by Seafarers in various trades are the Transglobe (Hudson Waterways), Ocean Evelyn (Ocean Carriers) and Sea-Land's Mobile and the New Orleans.

Conversion of the C-4s from troopships to cargo carriers would cost from \$1 million to \$3 million, well below the cost of building new vessels. The 18 conversions could create an estimated \$50 million in work for US shipyards.

## SIU Expands Training With Education Forum



Seafarers at this week's forum session on union meeting procedures follow discussion material distributed in classroom for their use.

NEW YORK—The SIU has broadened its education and training program by establishing a Seafarers Education Forum with daily classes at Union headquarters. The extension of the Union's education

program was undertaken so that Seafarers can obtain instruction and discuss subjects of trade union education in the most convenient manner.

The Seafarers Education Forum functions five days a week, Monday through Friday, with classes running from 11:15 AM to 12:45 PM. These hours do not interfere with regular job calls in the hiring hall.

A wide range of subjects is covered in the daily forum sessions. They include such topics as the Union constitution, and membership rights and obligations; Union meetings at sea and ashore, and how to achieve maximum membership participation; public

speaking; contracts and methods of enforcement, and the history of the trade union movement and of the SIU.

One day a week, a guest speaker discusses a subject of topical interest to Seafarers. The classes feature a period for discussion and questions and answers.

The forum classes, which are held in a classroom on the second deck of the SIU hall, function on a rotating schedule each week. The schedule is as follows:

**Monday**—Union Constitution  
**Tuesday**—Meetings, Membership Participation  
**Wednesday**—Guest speaker on a subject of topical interest  
**Thursday**—Contracts and Contract Enforcement  
**Friday**—The Trade Union Movement

The institution of the forum as a supplement to the Union's training and education program has met with an enthusiastic response. Members attending the sessions this week commented on the convenience of having the classes at an early hour, when they could attend without sacrificing any of their own time in the evening.

The Union is preparing to expand the Education Forum to the SIU halls in all major ports.

# US Ships Move For Red Wheat Role

WASHINGTON—While huge grain purchases proposed by the Soviet bloc nations are boosting worldwide shipping rates and ship prices, a number of US-flag operators have already made it known that they are willing to reduce their cargo rates to help make them even more competitive with foreign-flag vessels.

US operators are being hit on all sides by blasts from foreign shipping interests and increasing hedging by the Administration since President Kennedy's original announcement on October 9 approving the proposed US-Russian grain deals.

The President stipulated at the time that the "wheat we sell to the Soviet Union will be carried in available American ships, supplemented by ships of other countries."

A day later, Commerce Secretary Luther Hodges took the same stand—that all of the estimated four million long tons of wheat to be shipped to Russia and other Red bloc countries will move in US-flag ships "except as maybe other registries may be needed." In a press conference statement, Hodges declared: "We will go as far as we can with US ships."

#### Stand Weakened

Since then, the Commerce Department announced that the requirement for the Soviet grain purchases to be shipped in "available" American bottoms applies only to wheat and wheat flour, not to any other farm commodities the Communist countries might buy. The proposed purchases are due to crop failures in the Soviet Union

this year.

Norwegian, Japanese and Greek shipping interests, and others, have been noisily decrying the possibility that some of the Soviet grain purchases from the US would be reserved for American-

flag ships. Ships of these countries have been steadily trading with Cuba in spite of US moves for an embargo against such trading. Some of the loudest beefs about the possible use of American ships have come from Russia itself.

## Ship Scrapped, Seafarers Win \$8,000 For Travel

NEW YORK—The SIU has settled an outstanding dispute for Seafarers on the Rye (American Bulk) by winning an \$8,000 cash settlement covering transportation, lodging and subsistence money for the crew's travel back to the States from Japan.

The vessel originally crewed in New Orleans and then sailed to Japan, where it was sold for scrap. Crewmembers were flown back to Seattle for the payoff.

Since they were flown back economy class, SIU crewmembers claimed the cash difference between economy travel and the first-class transportation accommodation to which they were entitled under the Union agreement with the company. (Article II, Section 58 (e)).

At the payoff, the company disputed this claim in addition to a claim for lodging and subsistence. However, representatives of the SIU headquarters contract department met with company officials and were able to convince them of the validity of the crew's beefs. The settlement of this beef amounted to \$8,000.

Headquarters is still holding checks for the following members and will forward them on receipt of a mail address:

Philip J. Lombis, Harry B. Hastings, Haskell E. Moore, Malcolm S. Esquerre, Pete Prevas and Clifford P. Thompson.

Checks for other crewmen have already been distributed.

After a conference with representatives of the four principal American shipping associations last week, Maritime Administrator Donald W. Alexander announced that there are sufficient American-flag bottoms to transport the proposed 2.5 million tons of wheat to Russia, but pointed out that the question of rates was still up in the air.

He said the Government would not ask American shipowners to cut back their rates to move the Russian wheat. MA General Counsel Robert Giles, who becomes the acting Maritime Administrator today when Alexander's resignation becomes effective, declared he was "optimistic" that much of the wheat will move on American-flag vessels.

US maritime unions led by the AFL-CIO Maritime Trades Department are pushing a drive for the shipments to be governed by the 50-50 cargo law as a minimum, since the transaction required prior approval directly by the White House and Federal agencies will be deeply involved in the business and shipping arrangements.

The International Longshoremen's Association, which has

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Explaining meeting procedures, Joe Glass, speaker and trade union lecturer, emphasizes a point during forum talk. Glass has been instructing SIU classes since 1948.

## State Fed Hits Canada Union Grab

KIAMESHA LAKE, NY—The New York State AFL-CIO voted at its convention here last week to condemn the Canadian government's action imposing a three-year trusteeship over all Canadian maritime unions.

The resolution had the strong support of all delegates except representatives of the National Maritime Union and the American Radio Association. The vote on the resolution came after SIUNA President Paul Hall confronted delegates from the NMU and the ARA in an hour-long verbal exchange.

Hall challenged NMU-ARA opposition to a section of the resolution that backed the SIU of Canada in its fight with the Upper Lakes Shipping Company. The trusteeship stemmed from the contractual dispute between the SIU and the company.

The convention resolution endorsed the position of AFL-CIO President George Meany on the shipping dispute.

The State AFL-CIO also sharply criticized the labor policies of Governor Nelson A. Rockefeller. The Governor had previously defended his labor program in an address to the delegates.

Legislation was urged to require publishers to notify the Department of Justice and the unions involved at least a year in advance of any expected newspaper suspension, consolidation or merger. This followed a report on the abrupt shutdown of "The New York Mirror" on October 15.

The report denied management statements that a printers' strike had forced the closing of "The Mirror," which was not one of the struck papers. "The Mirror" was one of five dailies that locked out its workers during the strike.

### 'What Report?'

OTTAWA—Canadian seafarers who took part in the protest against the trusteeship legislation polled 25 members of Parliament here to find out how well they were acquainted with the Norris report. All 25 admitted they had never read the document urging the trusteeship. Considered a cross-section of the Parliament, the 25 members had never read the testimony during the lengthy hearing, had never compared the testimony with the report, or had never read the SIU's reply to the Norris report. They told the SIU questioners "they had based their votes for the legislation on newspaper accounts and party procedures," the "Baltimore Sun" reported. The trusteeship bill passed the House of Commons by a 181-4 vote.



Mass protest demonstration by Canadian seamen outside Parliament last week hears report by Hal C. Banks, president of the SIU of Canada, on trusteeship developments. Signs identify home districts of Canadian seafarers who took part in protest while trustee bill was pending.

## Canadian Union Takeover Begins

OTTAWA—The Canadian government has clamped a sweeping and unprecedented trusteeship over the affairs of all Canadian maritime unions and named three trustees last week to control the affairs of the unions, which include the SIU of Canada. The three-year trusteeship was set up to break off the SIU's continued contractual dispute with the Upper Lakes Shipping Company.

The AFL-CIO strongly opposed the legislation for government control and tried to work out a voluntary trusteeship with the Canadian Labor Congress and the US and Canadian governments. However, the CLC objected to some of the provisions in the voluntary plan and the proposal fell through.

### Protest By 2,000

SIU members in Canada staged a peaceful demonstration against the legislation here last week, when nearly 2,000 men came off their ships to gather before Parliament and urge the government not to invoke the trusteeship. Back-to-work orders issued by the government and threats of military intervention ultimately prompted the union membership in Montreal to okay a return to work.

In separate developments in the US, SIU members on the Great Lakes began protest picketing demonstrations in several Great Lakes ports against the trusteeship legislation.

The three trustees named by the Canadian government have been pledged the full support of the SIU of Canada and the four other unions involved. Among them are the Canadian Maritime Union, the Canadian Merchant Service Guild, National Association of Marine Engineers and sections of the Canadian Brotherhood of Railway, Transport & General Workers.

The CMU, formed by the CLC and the CBRT, was the means used to promote the union-busting scab apparatus that broke the SIU's ten-year collective bargaining relationship with Upper Lakes in 1962.

AFL-CIO President George Meany has called the one-man Norris Commission, which urged the trusteeship, a "vehicle for a vitriolic and vengeful attack upon the SIU of Canada and its leadership" and said the SIU "deserves the support of all AFL-CIO affiliates in its fight against the destruction of free trade unionism in the Canadian maritime industry."

The three trustees named by the Canadian government include two judges and the onetime Canadian director of the United Steelworkers.

## Crippled SIU Containership Safe Again In 'Hurricane Race'

LONG BEACH—A two-day engine breakdown that made the SIU-manned containership San Juan a sitting duck in the path of a hurricane was repaired just in time, enabling the disabled ship to get underway and clear the path of the storm off the southern tip of Baja California.

No injuries were reported as a result of the mishap in Pacific Coast waters. The ship was reportedly disabled for 60 hours until she regained full power on October 18.

Rescue boats dispatched from here and San Francisco turned back after receiving word that the San Juan was on her way again. One of them, the Coast Guard cutter Minnetonka, apparently got within 370 miles of the stricken vessel before it was ordered back to San Diego.

It had been estimated that the Minnetonka wouldn't reach the ship until late Saturday, October 19. Earlier, a Coast Guard spokesman said, "it looks like it will be a close race" between the cutter and the hurricane, designated Mona. The storm was said to be packing 100-mile-an-hour winds.

### Storm Approaching

The Los Angeles Weather Bureau had reported the hurricane about 450 miles south of the crippled San Juan and said the storm was moving toward the ship in a north-northeast direction at about seven knots.

Another SIU-manned vessel, the Pennmar (Calmar), picked up a feeble distress signal from a battery-operated emergency radio on the San Juan which set the rescue plans in motion.

The San Juan had been involved in a collision in July with the Norwegian tanker Honnor about 225 miles east of the New Jersey coast while heading south from her home port in Port Elizabeth to San Juan, Puerto Rico. Both vessels were damaged and had to be drydocked for repairs. The San

# SIU Sets Fight For Safeguards On Seamen's \$

WASHINGTON — The US Supreme Court has denied an SIU plea for a writ of certiorari which would have blocked an unprecedented anti-labor decision obtained by the Justice Department and various cargo owners, and would destroy seamen's pay rights in ship bankruptcy situations.

The SIU is presently considering a bid for Congressional action to amend maritime and admiralty laws if necessary to restore the basic right of seamen to recover unpaid wages when a ship is sold at a marshal's sale as a result of seizure.

This right is doubly important in light of the condition of the US-flag shipping industry.

The ruling against seamen's traditional pay rights arose out of the complex legal battle involving distribution of funds from the sale of the Bull Line freighter Emilia.

When the Emilia was finally sold in July, cargo discharging costs amounted to almost \$190,000 of the \$250,000 sale price.

Meanwhile, in New York, hope revived for the eventual reorganization of the bankrupt US-flag

shipping operations of Manuel E. Kulukundis under a trustee plan.

At several hearings, court-appointed trustees expressed doubt that there could be a reorganization because of insufficient funds, but Kulukundis has reportedly raised \$2 million in cash. Changes in the freight market would mean extra revenue to get the bankrupt fleet operating again.

The Internal Revenue Service provided additional hope for the reorganization by relaxing its demands for back taxes. Another hearing is scheduled for today, November 1, in Federal Court.

The Supreme Court ruling denying the SIU appeal of lower court pay decisions came on October 21, after the high court had originally granted a stay.

In its determined effort to dis-

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Juan suffered a 60-foot-long hole in her bow from the grinding crash on July 21.

The only reported injury in that encounter was to a seaman aboard the Norwegian vessel, who suffered head cuts when he was hit by a ladder while abandoning ship. All hands were taken aboard the San Juan and a skeleton crew later went back aboard the listing tanker. She eventually was towed into port by the Coast Guard.

In the latest mishap, the San Juan had left Oakland, Calif., on

October 11 on a special trip to Puerto Rico and the East Coast. The engine breakdown resulted in the loss of all steam power for about 48 hours, after which partial power was restored and she was able to move away from the storm path at a sluggish nine knots. About 12 hours later, repairs got all boilers working and she resumed course to Panama.

The ship is one of four jumbo container vessels built for the intercoastal trade by Sea-Land last year.

### A \$1,254 Vacation Pay Smile



On the receiving end of SIU vacation check netting him \$1,254 in vacation pay, Seafarer Joseph M. Richburg (left), of Houston, plans to do a little hunting now that he's ashore. Richburg was bosun on the tanker Atlas (Tankers & Tramps). NY Port Agent Joe DiGeorge is at right.

SEAFARERS LOG  
Nov. 1, 1963 Vol. XXV, No. 22



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Published biweekly at the headquarters of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, NY. Tel. NY 6-1111. Second class postage paid at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.





## SIU CONTRACT DEPARTMENT

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

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



### Deck Department Work & Engine Department Quarters

The Contract Department a few days ago received a very interesting letter from Walter Newberg, ship's delegate of the SS A&J Mid-America, in which he requested clarification on two separate problems. The A&J Mid-America is a former NMI ship, the TransAmerican, which was bought by an SIU company.

His letter points out that the ship was in particularly foul shape and all quarters, messrooms and passageways needed painting out very badly. Shortly after the vessel commenced her voyage, the captain gave the okay to have the deck department start painting all the living quarters, messrooms and passageways, etc., including the quarters of the licensed officers. But a question arose as to whether the deck department should be used to paint out the engine department rooms or whether the wipers should be used for doing this work. Both the chief mate and the chief engineer wanted the sailors to do the painting, primarily because the wipers were needed to do necessary work in the engine room.

Brother Newberg, therefore, posed the following question:

**Question:** Would it be in order for the deck department to paint out all the engine department quarters or must only the wipers be used on this work?

His question was answered in the following manner:

**Answer:** You are advised that the deck department can be used for painting out the engine department quarters, of course, with the payment of overtime. It is not

mandatory that only the wipers be used for doing this work.

**Reference:** (1) Standard Freightship Agreement—Article IV, Section 28, WIPERS, (e) "They may be required to paint unlicensed engine department quarters without payment of overtime during their regular working hours."

(2) Standard Freightship Agreement—Article III, Section 34, ADDITIONAL WORK. (b) "Overtime shall be paid when sailors are required, either in port or at sea, to chip, sougee, scale, prime or paint galley, pantry, saloon, living quarters, forecastles, lavatories, and washrooms, which are not used by the unlicensed deck department. This shall also apply to all enclosed passageways with doors or bulkheads at both ends."

Since everyone involved understands that the deck department is entitled to overtime for painting out the engine department's quarters and the quarters of the licensed personnel, and since the captain is willing to pay the overtime to get this work accomplished, the ship's delegate was advised that the deck department should be used to do this work.

#### Renewal Jobs

Brother Newberg's letter also posed another problem on which he requested clarification. His letter stated that the deck engineer will be required to renew all the steam lines on deck and he points out that this is a renewal job and not merely a repair job. The question is as follows:

**Question:** Will the deck engineer be entitled to overtime for performing this work or is this to be considered routine work for the deck engineer to be done without the payment of overtime?

**Answer:** This is not considered routine work for the deck engineer and he would be entitled to overtime for renewing the steam lines on deck.

**Reference:** Standard Freightship Agreement—Article IV, Section 15, DECK ENGINEER. (a) "It shall be the duty of the deck engineer to oil and maintain winches and do maintenance and repair work to deck machinery and deck piping, and when no electrician is carried he may be required to care for lights, fuses, and overhaul elec-

tric fans. This will not include mast lights, navigation lights and cargo lights permanently installed. Lifeboat motors are not to be considered as deck machinery. The deck engineer shall not be required to work on any electric motors such as refrigerator motors, etc., without the payment of overtime."

It can readily be seen that completely renewing all the steam lines on deck does not constitute maintenance or repair work, but is what amounts to a complete renewal job. It has always been understood that for new installations the deck engineer would be entitled to overtime for performing the work.

The Contract Department again points out that if you have a problem which you want to write us about you should include all the facts, dates, time, etc. which we will need in order to properly answer your letter.

## JONES ACT WAIVER LAPSES IN SENATE

WASHINGTON—The Jones Act waiver which for the past year has allowed foreign-flag ships to move lumber from the Pacific Northwest to Puerto Rico finally lapsed last week on October 23.

Another bill to extend the waiver provisions for an additional two years with no provision for American-flag participation in the trade is still pending in the Senate.

The pending bill, introduced by Sen. Warren G. Magnuson (D-Wash.), has been approved by the Senate Commerce Committee, which Magnuson heads, but must still pass both the Senate and the House before it can become law.

In taking up the Magnuson proposal, the Commerce Committee left hanging a bill by Sen. Maurice Neuberger (D-Ore.), which would permanently allow the shipment of lumber in the US domestic trade on foreign-flag vessels.

Sen. Neuberger was the sponsor of the 1962 amendment to the Jones Act which opened the US domestic trade to foreign-flag ships for the first time. Under the 1920 Jones Act, participation on runs between US ports is restricted to American-flag ships manned by US seamen and built in the US.

The original Magnuson bill called for a permanent exemption allowing foreign ships in the domestic trades, but the Commerce

Committee limited the authority to two years. The Commerce Department had urged the extension and was backed in its request by the American Merchant Marine Institute, on behalf of US subsidized operators.

The lumber interests are fighting for the Jones Act waiver against the interests of US-flag shipping on the ground that they are experiencing heavy business losses, and have been pressing for a permanent waiver on the same basis all this year. Their pleas have been somewhat discredited, however, by a recent earnings report for one of the largest Pacific Northwest lumber producers, the Georgia-Pacific Corporation.

Another bill which would waive the provisions of the Jones Act, this time on grain shipments from Great Lakes ports to Vermont, Maine and New Hampshire, by way of Montreal, was offered by Sen. George Aiken (R-Vt.) on October 7. The bill is to aid a Vermont company which claims it has been unable to find an American-flag shipping company to haul about 500,000 bushels of grain annually.

## Labor Hospital Opens In Phila.

PHILADELPHIA—A new \$7 million, 220-bed AFL-CIO Medical Center and hospital that will be open to the community as well as union members, was dedicated here last month at a ceremony attended by labor and civic leaders.

Under present plans for the new medical facility, there will be no change in the current arrangement whereby the SIU shares the use of a separate health center here, which is operated by the International Ladies Garment Workers Union. The just-completed hospital also includes a health center for use by members of participating unions.

#### Sold Bonds

The new hospital was built with funds obtained from a Federal grant and the sale of bonds to numerous unions in this area. The AFL-CIO Center has been described as one of the world's "most modern institutions" and it is sponsored and owned by the Philadelphia AFL-CIO Hospital Association.

At the dedication ceremony, Senator Hugh Scott of Pennsylvania described the AFL-CIO hospital as "the best designed I've ever seen" and hailed it as evidence of labor's community interest.

The aim of the new hospital will be to provide full-paid medical service—from diagnosis to sur-

gery—to members of participating unions through existing health and welfare plans.

The new medical center plans to staff doctors on a flat salary basis, instead of collecting fees from patients. Isidor Melamed, a former ILGWU official and now the hospital's general director, said "that by eliminating the fee-for-service system, we will have eliminated dollars and cents from the thinking of both doctors and patients."

The Philadelphia Medical Society sent its best wishes to the Medical Center but added that "a great number of our membership does not favor the principle" of a salaried staff.

#### SIU Clinic

The SIU has been using the ILGWU facilities here since February, 1962, when Seafarers and their dependents became eligible to use the clinic located at 925 North Broad Street. The arrangement is similar to the one in Baltimore, where garment workers and their families utilize the services of the Seafarers' clinic in the Baltimore SIU Hall.

## US Ships Eye Wheat Cargo

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spearheaded a boycott on Soviet shipping for many years, has announced that its members would handle the grain providing there is some preference on the cargo movement for US-flag ships. The ILA said it would not load Russian ships.

Actually, with the demand for shipping increasing rapidly, the foreign rate has been closing steadily upward toward the US rate. Some foreign rates have risen from \$10 to \$20 on grain. The gap will probably close further as additional Russian purchases are made. Wheat deals have been concluded only with Canada and Australia.

Observers have already pointed out that if American ships are eased out of the grain movement, and get no preference on these cargoes, foreign rates will skyrocket just as they did during the Korean War and in 1956 at the time of the Suez crisis.

A Senate resolution (S. Res. 210), introduced by Sen. Hugh Scott (R-Pa.) in advance of the President's announcement, calls for full application of the Cargo Preference Law. It would bar foreign ships which have traded with Cuba from handling any of the shipments.

Meanwhile, the Maritime Administration is establishing "guidelines" for "fair and reasonable" rates on the movement of agricultural commodities on US-flag ships. Previously, the "availability" requirement in the original announcement had been interpreted to mean physical availability regardless of rates. All of the grain is supposed to be delivered by April 30, 1964.

## SIU, MTD Aid Clerks Strike Win

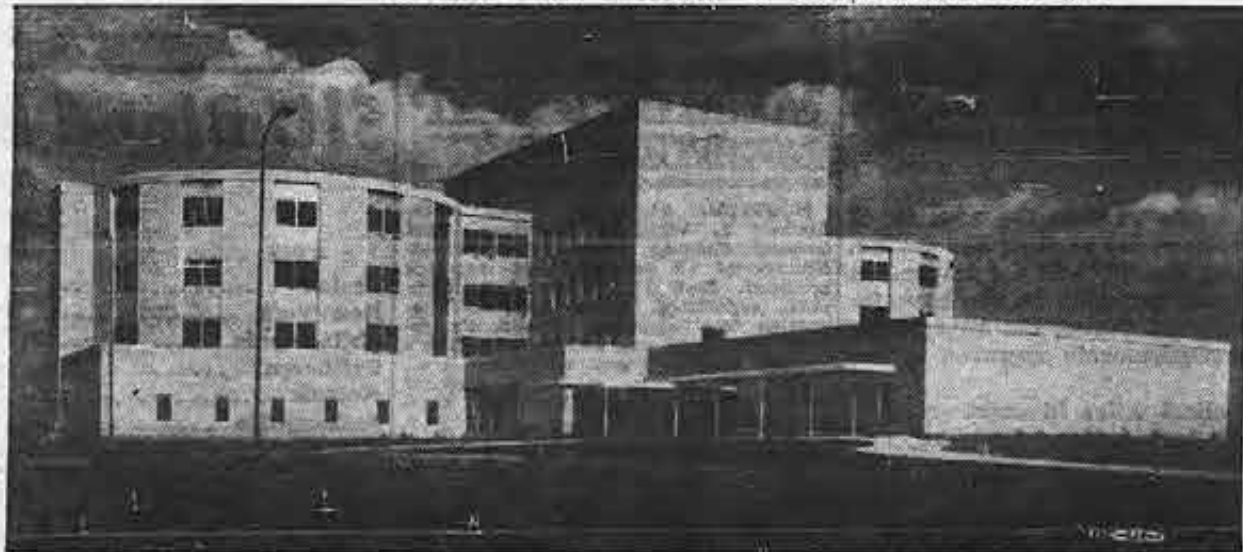
JACKSONVILLE—An assist by the SIU and AFL-CIO Maritime Trades Department helped employees of Food Fair Stores here, and in Miami and Tampa, win their recent strike against the East Coast supermarket chain. The strikers were members of the Retail Clerks International Association.

The settlement on September 15 produced wage hikes, shorter hours and increased job security for all employees.

Shortly after the strike began on August 22, informational pickets from Florida spread to the chain's stores in New Jersey, Philadelphia, Delaware and Maryland. The National Chain Store Committee of the Retail Clerks threw its full weight behind the Florida locals' beef and the SIU and MTD added their full support.

The new agreement ratified by the striking employees through secret balloting provides substantial weekly pay hikes for both full-time and part-time workers. There will also be a reduction of the workweek throughout the Florida stores with no loss of pay. In addition, as a result of the agreement, uniform wage rates will be in effect for all stores in the state.

An important provision of the new pact is union protection of department manager jobs which the company had been attempting to eliminate. Under the pact, the company must secure union approval for any job elimination.



One of the most modern institutions of its kind in the world, the Philadelphia AFL-CIO Hospital was dedicated last month for use by members of participating unions in the area. Opening of the new hospital will not affect the present arrangements providing clinic services for SIU members and their families in Philadelphia.

# Coast SIU Vote Whips Hoffa Union

BAKERSFIELD, Calif. — Three weeks after receiving an SIUNA charter, the Western States Transportation Services & Allied Workers scored its first election win over Jimmy Hoffa's Teamsters in balloting here at the A. S. Mason General Oilfield Transportation Company.

The Mason drivers voted 5-1 for representation by the Western States TSAW, which was chartered on September 7. Negotiations for a contract with the company began here last month after the win in balloting conducted by the National Labor Relations Board. There were three "no union" votes.

Dissatisfied with the representation they had been receiving, the drivers strongly backed the SIUNA-TSAW bid for bargaining rights. The Teamsters intervened after the TSAW originally petitioned for the election.

The Western States affiliate has now set up offices here and is launching a campaign to organize drivers in several fields following its initial win. TSAW has been successful in organizing cab drivers and taxi garage workers in Chicago, St. Louis and Detroit since it was originally organized early in 1962.

A separate win by an SIU affiliate over the Teamsters was scored in New York harbor recently, when deckhands of the Erie-Lackawanna Railroad's marine division voted for SIU representation to replace Local 518 of the Teamsters. In the railtug balloting on September 26-27, the SIU Railway Marine Region received 80 votes to 58 for the IBT.

## 'Graduation' For Another SIU Lifeboat Class



Matching performance of previous lifeboat trainees, 93rd SIU class graduated in New York includes (front, l-r) Seafarers A. Vanderpool, J. Aleman, G. Rivera, F. Peters; center, H. van de Beek, C. Hall, E. Carnes, P. Reed, R. Chapman; rear, S. Pierson, J. Richard, H. Glotzer, W. de Francisco and instructor Arne Bjornsson. The men are in all three shipboard departments.

# New Honduran Gov't Ponders Link To US

WASHINGTON—Col. Osvaldo Lopez Arellano, chief of the Honduran military government which recently took over the affairs of the Central American country, implied in an interview last week that the US has deserted his country since the military overthrow of the former government on October 3.

"They did not say anything, they just walked away and nothing more," Col. Lopez said of the US. He was referring to the fact that there is no US ambassador in Honduras, and that the American military and economic assistance missions to Honduras have been withdrawn.

The Honduran government's opinion of its relations with the US has a direct bearing on the

validity of the "effective control" policy applied by the US to American-owned ships operating under the runaway ship registries of Honduras, Panama and Liberia.

Under the effective control policy, American-owned foreign-flag ships are supposed to be made available to the US when and where needed in case of an emergency. However, such changes in government as occurred in Honduras, with the changes they bring about in their relations with the US, make the "effectiveness" of US control entirely dependent on how a new regime chooses to view the obligations its predecessor had with the US.

The 13 vessels involved in the Honduran situation are all owned by subsidiaries of the American-based United Fruit Company.

Discussing US-Honduran relations, Col. Lopez said that if the US sought to re-establish relations, Honduras would be happy, but that his country was not prepared to pursue the point. "We want to proceed from a position of national dignity," he said. No mention was made of how he felt about Honduran "effective control" obligations to the US.

A similar uprising could conceivably occur in other US runaway-ship bastions such as Liberia and Panama. A total of 145 dry cargo ships and 264 tankers flew the flags of the "Panlibhon" countries as of April 1, 1963, according to a US report.

## DIGEST OF SIU MEMBERSHIP MEETINGS

HOUSTON, September 9—Chairman, Lindsey J. Williams; Secretary, Paul Drozak; Reading Clerk, Tom Gould. Minutes of all previous port meetings accepted. Port Agent's report on shipping, organizing, Texas AFL-CIO convention was accepted. President's report for August was accepted. Auditor's reports presented and accepted. J. C. Cohen elected to quarterly financial committee under new business. Total present: 260.

NEW ORLEANS, September 10—Chairman, Lindsey J. Williams; Secretary, Buck Stephens; Reading Clerk, Bill Moody. Accepted minutes of previous meetings in all ports. Port Agent's report on shipping accepted. President's August monthly report was accepted. Meeting excuses referred to dispatcher. Auditor's reports accepted. C. Pollard elected under new business as member of quarterly financial committee. Total present: 310.

# Map Fight On Sea Pay

(Continued from page 3)

turb a time-honored principle in maritime, the Justice Department had persuaded the lower Federal Courts that the cost of discharging cargo while a vessel is seized should take precedence over seamen's claims for wages already due, and were payable as a marshal's expense.

This arose while Justice Department representatives in various court actions occupied a dual role. They appeared both as a representative of the US marshal and on behalf of one of the major cargo owners—the Federal Government—since there was Government cargo aboard the Emilia while it was lying idle before the sale.

Previously, costs of discharging cargo were considered normal business expenses of the cargo owners. However, in this case, the US Government was one of the cargo owners.

Among the five classes of liens established under admiralty law, maritime liens for seamen's wages and similar claims generally occupy a preferred position in the order that determines the precedence of payments. Wage liens rank right after normally-routine marshal's expenses for costs of shipkeeping while a sale is pending.

## SIU SOCIAL SECURITY BULLETIN BOARD

### SIU Welfare, Vacation Plans

Cash Benefits Paid — August, 1963

	CLAIMS	AMOUNT PAID
Hospital Benefits .....	6,811	\$ 56,709.08
Death Benefits .....	19	47,000.00
Pension-Disability Benefits .....	478	71,700.00
Maternity Benefits .....	45	9,000.00
Dependent Benefits .....	696	82,676.72
Optical Benefits .....	288	3,794.25
Out-Patient Benefits .....	3,998	30,196.00
Vacation Benefits .....	1,572	509,910.84
<b>TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD...</b>	<b>13,907</b>	<b>\$810,986.89</b>

### SIU Clinic Exams—All Ports

August, 1963

Port	Seamen	Wives	Children	TOTAL
Baltimore .....	108	47	31	186
Houston .....	91	5	6	102
Mobile .....	53	14	23	90
New Orleans .....	234	11	35	280
New York .....	438	46	41	525
Philadelphia .....	39	50	11	100
<b>TOTAL .....</b>	<b>963</b>	<b>173</b>	<b>147</b>	<b>1,283</b>

### SIU Blood Bank Inventory

August, 1963

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston .....	5	0	0	5
New York .....	128½	28½	14	143
Philadelphia .....	31	6	6	31
Baltimore .....	60	0	0	60
Norfolk .....	17	0	0	17
Jacksonville .....	24	0	0	24
Tampa .....	3	1	0	4
Mobile .....	16	0	0	16
New Orleans .....	49½	3	0	52½
Houston .....	7½	0	0	7½
Wilmington .....	3	0	0	3
San Francisco .....	6	0	1	5
Seattle .....	17	0	2	15
<b>Totals .....</b>	<b>367½</b>	<b>38½</b>	<b>23</b>	<b>383</b>

## SIU FOOD and SHIP SANITATION DEPARTMENT

Cliff Wilson, Food and Ship Sanitation Director



### Standardized Records For Stewards

The ultimate success of the steward department, like that of any other business operation, must depend to a great extent upon the system of its record-keeping.

SIU chief stewards have noted for some time that some companies often require the keeping of too many forms, supply record books which are not clear or up-to-date and have different systems of keeping records. All of these serve to greatly complicate shipboard record-keeping for the steward.

To help solve these difficulties, a new subsistence stores record book has been prepared and will be available shortly to US steamship companies.

Prepared in response to requests for a uniform system to record inventories, purchases and food consumption aboard ship, the new record book will help stewards keep complete and accurate records of the food used during a ship's voyage. It will also standardize record-keeping throughout the industry.

The new book, titled "Subsistence Stores Record Book—Inventory Requisition and Other Reports," lists the standard foods used by virtually every US steamship company for crew feeding. Each of the more than 800 items listed is shown together with the quantity in which it is generally packed by food suppliers, the units of measurement for each item and the weight of a unit.

To keep his records, the steward merely records the number of units of each stored item aboard the ship at the start of the voyage, the number ordered and delivered during the trip and the amount on hand when the voyage ends. Space is also provided in the book for totaling the amounts of each item consumed during the voyage, the requirements for the next voyage, the requirements approved by the company, the price and the vendor.

The food items are listed in alphabetical order in eight groups—bread and cereals, groceries, fruits and fruit juices, vegetables, fish, dairy products, meats, poultry.

The book also contains a form for recording daily refrigerator temperatures for meats, vegetables, dairy and fish. In addition, it includes report forms for purchase and laundry invoices, condemned stores and a summary of meal days and a food consumption report. A table for converting ounces to the decimal system is also provided.

(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 Volplan, Social Security Director

### Need For Medical Education Plan

The new Federal aid to medical education program will help meet the need for more doctors, dentists and nurses, an AFL-CIO spokesman predicted. Lisbeth Bamberger, assistant director of the AFL-CIO Department of Social Security, praised Congress "for taking action, finally, on a really acute social problem."

The United States, she said, has been slipping behind other nations in health care. She stated there is a need for 50 percent more medical students and double the present number of dental students.

The \$175 million in matching construction grants Congress authorized, she said, will enable schools to expand their teaching facilities, and the loan provision will allow more students to undertake a medical education. She quoted government estimates that the cost of obtaining a medical education exceeds \$11,000.

This means that "up to now training in medicine has been largely limited to people in upper or upper-middle income families." Miss Bamberger pointed out that in recent years graduates of foreign medical schools have, in effect, been subsidizing medical care in the United States.

"In the last four years," she said, "the proportion of graduates of foreign medical schools licensed to practice in this country ran between 20 and 25 percent . . ."

"We need to ask ourselves whether, in view of our position in the world and our scientific achievements, we should be making training resources available to other nations rather than using the graduates of the education facilities of foreign nations to make up for our own deficiencies."

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The 100 largest employee welfare and pension plans in the US had total assets of \$21.1 billion at the end of 1961—more than the combined assets of all other private plans which reported to the Labor Department under the Welfare & Pension Plans Disclosure Act.

Only one of the plans was administered by a labor organization. Eight had joint labor-management administration, and the remaining 91 plans were solely in the hands of employers.

Assets of the 100 largest plans increased during the year from \$17.8 billion, or 53.3 percent of the total assets of the more than 120,000 plans covered by the tabulation. Projections indicate the same plans will have total assets of more than \$25 billion by the end of 1963.

All plans included in the study provide pension or retirement benefits save one, a supplementary unemployment benefit plan. Investments in bonds and stocks accounted for 88 percent of the assets; mortgages and real estate 8 percent, cash 1 percent and all other 3 percent.

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

# Cuban MIGs Strafe Runaway During Rebel Attack On Island

CORPUS CHRISTI—The American-owned Liberian-flag ore carrier J. Louis arrived here last week with minor damage, two days after being fired on in the Caribbean by Cuban jet aircraft. The Cuban MIG jets were involved in a skirmish with attacking rebels when the ship was strafed with rockets and machine guns.

The encounter recalled a similar attack on the SIU-manned Floridian (South Atlantic & Caribbean) last April. At that time, two Russian-built Cuban MIGs strafed the SIU vessel, making several passes over the bow and stern to rake the ship with machine-gun fire. No one was hurt in that attack either. Heading for this Texas port on

October 22 with a cargo of bauxite from Jamaica, the J. Louis was fired on near the location of the rebel attack on the Cuban mainland, just 13 miles south of the Cape Corrientes at the southwestern tip of the island.

The night air attack set fire to sections of the superstructure, hull and crew's quarters. Shortly after the attack, Cuban radio broadcast that considerable damage had

been done to the "mother ship" of the attacking rebel forces.

An announcement of the ship attack by US officials in Washington said that, under international law, the US could go to the aid of the runaway, but that all damage claims would have to be handled through the Liberian government. They said that the State Department had immediately notified the Liberian Embassy of the incident.

US Navy jets stationed at Key West, Fla., were reportedly ordered to the attack scene right after word of the shooting was received, but the MIGs were gone by that time. The same thing occurred when the Floridian was strafed several months ago.

The J. Louis had apparently sailed accidentally into the fray involving Cuban government forces and rebel attackers. She was carrying bauxite, raw aluminum ore, to the Reynolds Metals Company dock here in Corpus Christi.

Two American-flag converted bulk ore carriers operated by Reynolds are under SIU contract and manned by Seafarers in a similar trade. The J. Louis is owned by Universe Tankships, and registered in Liberia as part of the D. K. Ludwig shipping interests.



Villy Hjelholm, chief steward on the Liberian ore carrier J. Louis, runs his hand through one of the holes in a pillow in damaged crew quarters. The pillow had been ripped through by a shell during Cuban strafing of the ship. The attack on the merchant vessel was the first one since the SIU-manned Floridian was fired on last April.

## Expect Heavy Vote Turnout In SF Race

SAN FRANCISCO — Labor groups here are hoping for a solid turnout of voters in next week's mayoralty election.

The Sailors Union of the Pacific has heartily endorsed the candidacy of Congressman John F. (Jack) Shelley for mayor. Morris Weisberger, executive vice-president of the SIUNA and SUP secretary-treasurer, declared that Shelley came from the ranks of labor and has always shown a deep concern for the problems of working men and women.

"With Shelley in office," Weisberger has said, "San Francisco labor can expect a fair shake and we will do everything we can to assist him in his campaign." Weisberger is an active member of the "Labor Committee For Shelley" established several months ago.

Opposing Shelley in the eight-way race for mayor are Harold Dobbs, Samuel Jordan, Edward Mancuso, Thomas Spinosa, Herbert Steiner, Harold Treskunoff and Robert Jones.

Rep. Shelley, 58, is presently serving in the House where he is a member of the powerful Appropriations Committee. A long-time Californian, he was president of the California State Federation of Labor from 1947-50, and had served as president and then secretary of the San Francisco Labor Council from 1937-50. He first came to Congress in 1949 after being named in a special election and has been reelected every two years since then.

Shelley's first public office was as a member of the California State Senate in 1938.

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

### November Buys; Beware On Turkeys

Thanksgiving turkeys are in abundant supply and reasonable again this year. But watch out for the pre-stuffed variety. In most areas, except in the New York metropolitan region where market officials won a court fight against the Swift meat packers, pre-stuffed frozen turkeys are sold with no disclosure of the actual net weight of the turkey and the separate weight of the stuffing.

When you buy such pre-stuffed turkeys, you not only may be paying a high price for bread crumbs but for water used in preparing the stuffing. James Farkas, a member of the New York State Weights & Measures Association Legislative Committee, warns that the stuffing may comprise 33 to 45 percent of the gross weight of a pre-stuffed turkey, and that 54 to 60 percent of the stuffing will be nothing more than plain tap water.

Farkas points out that a ten-pound turkey with four pounds of stuffing (a conservative amount), will contain about two pounds, six ounces of water (without even counting the water absorbed by the turkey during processing while immersed for 24 hours in an ice bath). Typical retail price for this item is 69 cents a pound, or \$6.90 for a ten-pound, pre-stuffed turkey. At this rate, the water in the stuffing would cost you \$1.64.

In contrast, an unstuffed turkey of the same size, selling at a retail price of 49 cents, would cost only \$3.50.

The large meat packers give "convenience" as the reason for the introduction of pre-stuffed turkeys. Actually, says Farkas, "deception" would be a better description "since the cost has been doubled after the carcass has been crammed with bread crumbs and water."

Curiously, a representative of the US Agriculture Department testified as a defense witness on behalf of the big meat packer selling the pre-stuffed turkeys. But he admitted that the primary ingredient of the stuffing was water.

In general your living costs this November are firm, but with food prices more reasonable now.

The 1964 autos have arrived with little change from last year's prices despite "selective" increases in the price of steel. By means of such "selective" hikes, a little at a time, the steel industry is quietly achieving the increase it had to yield in a famous incident about a year and a half ago when President Kennedy fought down an across-the-board price boost.

The generally-firm living costs this summer and fall, with earnings of industrial workers receding from their recent highs, is causing a squeeze on working families. Average wages dropped about 2 percent

during the summer and were down to \$98.42 a week in August, while living costs rose about one-half of 1 percent in that period.

Here are trends and shopping tips that can help your family keep down costs this November:

**MORTGAGES:** If you're buying a home or seeking to re-finance your mortgage, you'll find mortgage money abundant, and rates relatively low. Average rate for new homes currently is 5.8 percent, and on existing houses, 5.9, the Federal Home Loan Bank Board reports.

But as well as the mortgage rate, compare closing charges and extra fees required by different lenders. Such fees, often also called "origination fees," "points" or "discount," are a way of boosting the cost of your mortgage while seeming to charge you a moderate interest rate. Average fees currently charged, are about six-tenths of 1 percent, or, on a \$15,000 mortgage, about \$90.

But the extra fees charged vary widely among different lenders. Banks and insurance companies usually charge low origination fees, and savings and loan associations and mortgage companies the most, sometimes as much as \$150 on a \$15,000 mortgage. Similarly, the savings and loan associations also charge the highest interest rates; usually about one-half of 1 percent more than banks and insurance companies.

This is a revealing instance of moderate-income families being required to pay the most, and the well-to-do the least. Savings and loan associations usually finance more of the lower-cost homes, and the insurance companies and banks, the costlier ones. We recommend that you shop commercial banks, savings banks and insurance companies as well as your local savings and loan association, for the most-favorable mortgage terms. For example, Nationwide Insurance Company, a company that works closely with consumer cooperatives, has been making mortgage loans on one-family homes recently at rates as low as 5 percent.

**BATTERIES:** With cold weather ahead, you may want to take advantage of pre-winter sales of batteries. The AAA reports that for four years straight, the leading cause of breakdowns requiring service calls has been battery or electrical problems.

No battery should be junked until you have a voltmeter test by a competent mechanic. If the test shows that all cells are discharged, you should try having the battery recharged, and tested again to see if it holds the charge.

Don't delay recharging a weak battery. It will wear out faster than one kept fully charged. Home chargers are useful to keep batteries fully charged.

PHILADELPHIA NEW ORLEANS HOUSTON

# SEAFARERS HIT THE DECK

BALTIMORE  
NEW YORK MOBILE



Seafarer James M. Davis takes the floor at Houston SIU meeting to describe shipboard beef and suggest means to resolve pending issue.

Membership meetings are one of the foundations of trade union democracy. Through the medium of monthly meetings in SIU ports on all coasts, Seafarers regularly have the opportunity to learn about and discuss the issues within the SIU and the maritime industry, as well as those facing all Americans and workers.

The meetings ashore are only part of the story. Crews on SIU-manned ships are meeting almost every day of the year all over the world at similar shipboard meetings, where they can discuss and act on the same issues confronting their brother union members ashore. Their findings and suggestions help form the basis for Union policy as it develops from time to time on many questions.

The selection of photographs on these pages represents scenes at some of the SIU membership meetings ashore during October, as SIU men spoke out to discuss their common problems.



Attentive group attending Houston meeting takes in details of report by SIU officials on shipping outlook.



Meeting officials (l-r) Paul Drozak, Lindsey Williams and Tom Gould present monthly activity report in Houston.





At SIU headquarters meeting in New York, Seafarer S. Drury takes turn at microphone.



Seafarers in Port of Philadelphia take in discussion on the floor before acting on motion.



Seconding motion to accept President's report, Cecil Manning takes floor in Baltimore.



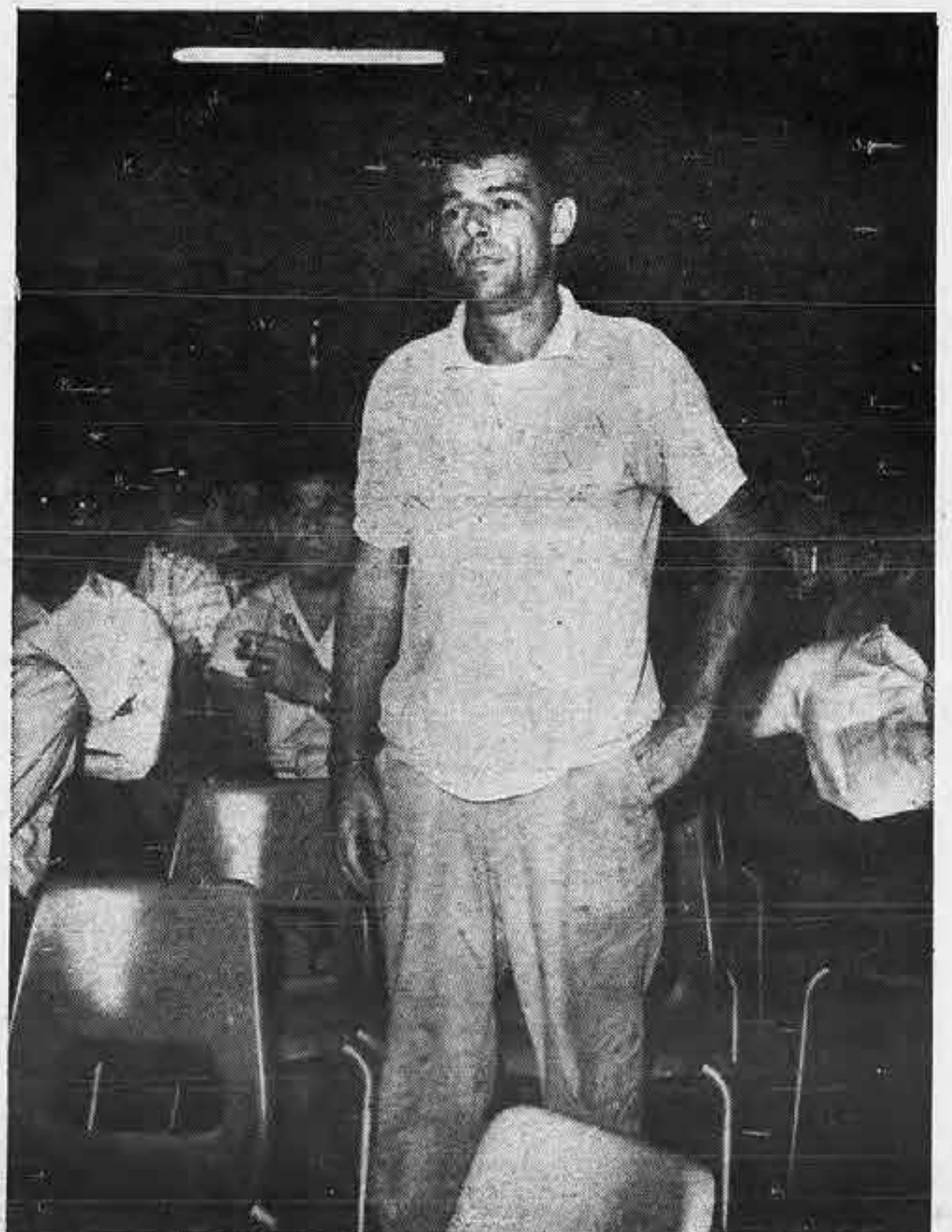
Discussion goes on at end of Mobile meeting, as Seafarer Jack Olsen (left) huddles with Port Agent L. Neira. Frank James is at right.



Reading clerk Tony Kastina (back to camera, left) takes mike at Baltimore meeting to present report on SIU activities in the port.



Motion to accept Secretary-Treasurer's report from headquarters is offered at Baltimore meeting by Seafarer George Litchfield.



Meetings in Gulf, at New Orleans, Houston and Mobile, are all held in same week. Above, in Houston, Seafarer C. L. Poole rises to speak.

## Automation Study Urged

## Warns Gov't To Learn 'Lesson Of Rail Crisis'

WASHINGTON—A bill calling for a Federal Commission on Automation has been introduced in the House by Rep. William F. Ryan (D-NY). The Congressman noted that failure to do anything about spreading automation in the railroads led to the threat of a nationwide rail strike.

The rail crisis "should teach us

a lesson: We must prepare for automation," he pointed out.

Rep. Ryan said that automation, which is "with us now," promises great abundances, but also threatens long-range unemployment and "poverty in the midst of plenty." He warned that "inaction in meeting automation is a decision for hysteria, crisis and perhaps tremendous social upheaval in the not-too-distant future."

Under his proposal the Commission would be made up of five members appointed by the President. One of the members would be from labor, one from management and three from the general public. They would work full-time in several areas:

- Study all the effects of automation, correlating and using other studies now being done by various governmental and private offices.

- Hold seminars and meetings to bring together representatives from management, labor, education and government.

- Disseminate automation information to the public and make reports and recommendations to the Congress and the President.

Ryan's proposal follows generally President Kennedy's announcement that he would name a Presidential Commission on Automation.

Last April Sen. Wayne Morse (D-Ore.) wrote letters to the Secretaries of Labor, Commerce, Agriculture, Health, Education & Welfare, urging such a commission. Morse urged the Cabinet members to establish an automation council to help meet and overcome the adverse effects of automation on men and women in the work force.

## SIU Veteran Retires On Pension \$s

Another SIU veteran has been named to receive a pension of \$150 for life by the joint SIU-shipowner panel of trustees for the program.

Seafarer Bozo Zelencic is retiring on a \$150 monthly disability pension because of his inability to continue at his livelihood as a seaman. The addition of Zelencic to this year's pension roster brings the number of men retired on pensions in 1963 to 88.

Zelencic had been shipping with the SIU since 1940. He is a native of New York and had sailed in the engine department. His last ship is reported as the Fairland (Sea-Land).

The new pensioner has his permanent home in Norfolk, where he will live with his wife, Mildred, in retirement.

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(Ed note: An error in the photographs of SIU pensioners used in the last issue of the LOG caused Seafarer Joseph Pozzuoli to be identified as new pensioner James



Purcell



Pozzuoli

Purcell. The LOG story reported Purcell, 65, as retiring due to disability.

Pozzuoli, 40, is still actively sailing in the deck department. Apologies to both brothers for the error. They are correctly pictured here.)

## Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.

## Post Office Sets Xmas Mail Dates

BROOKLYN—SIU families all over the US should take note of a list of dates suggested by the Post Office here last week for advance mailing of parcel post Christmas packages so that they can reach overseas addresses in time for the holiday.

Due to the time needed for sea transport and customs regulations in the particular countries to which packages are mailed, all parcels for the Far East should already be in the mail or should be mailed in the next few days. The PO suggested an October 15 date for these parcels.

Packages slated for Europe, the Near East and Africa should be in the mail by November 1. A November 9 deadline is suggested for all packages to Europe, South and Central America and the West Indies.

Air mail packages should be mailed no later than the early part of December, the Post Office says.

There have been recent changes in the regulations concerning individual countries, so the Post Office also suggests that patrons check with their local post offices for additional information.

## Visitors From Jacksonville



Registering for job at New York hall, Seafarer Charles Tallman takes time out for a photo with family in the hiring hall. Pictured (l-r) are his wife, Lucy, with Maria, 3 months, Tallman, and daughter Rejane, 3½. The family was visiting New York from home in Jacksonville. Tallman's last ship was the Summit (Sea-Land).

## SIU SAFETY DEPARTMENT

Joe Algina, Safety Director

## Accidents That Cause Most Injuries

Each year, just four kinds of accidents account for about 65 percent of the job injuries suffered by US workers, according to the National Safety Council. Improper handling of materials alone causes nearly a half million disabling on-the-job injuries every year, most of them back injuries. Another 400,000 workers are injured in falls every year, almost 200,000 by machinery and over 260,000 are hit by falling or moving objects.

It is clear that reducing the number of injuries in just these four categories would go a long way toward reducing the number of on-the-job injuries suffered each year by US workers. In their everyday work aboard ship, Seafarers in all departments are exposed to many situations where such injuries are possible.

**Handling Materials**—Almost one-fourth of material-handling injuries result in damage to the back caused by improper lifting or moving of heavy or bulky objects.

The bones of your back are stacked like checkers, and like a stack of checkers it should be kept straight while you're lifting or moving objects. Keep the stack straight, push it from the top or bottom and it's strong, but bend the stack or pull it out of line or twist it under a load and it collapses.

**For safe lifting first check weight and size.** A bulky, awkward load can cause more strain than a compact heavier one. Plant your feet firmly, well apart, and squat down. Watch out for sharp edges and get a good grip. Keep your back as straight as you can and lift slowly by pushing up with your legs. Don't attempt to twist your body with the load. If necessary shift your feet. Above all, don't be a hero. If a load is too big, too long, or too heavy, get help.

Acute bending is the weak spot in the defense against back strain. Remember the checkers and lift with your legs, back straight.

**Falls**—On a level surface, watch out for slippery spots like oil, grease or water spills. Use aisles between cargo. Don't take short cuts through cargo areas. Watch out for objects on the deck that can roll, slide or trip you up.

**On ladders, don't run, and use the handrail.** Never jump the last few steps. Inspect regularly for loose, rusted or missing rungs. When you're working on a ladder, be sure it is planted firmly on the deck and don't overreach. If necessary use a safety line to prevent falls.

**Moving Or Falling Objects**—Stay out from under booms, suspended loads and overhead work. Pay attention to what is going on around you and stand clear of loading machinery and overhead equipment. Wear protective equipment such as safety glasses, hard hats and safety shoes as required. Take care of the other guy when you are working overhead and don't let tools or material you are working with fall on a shipmate.

**Machinery**—Most machines have either a rotating or sliding motion or both. A shaft rotates. So does a drill, grinder or belt and pulley gears. This rotating motion can pull you in a nip point or wind up clothing and then smash or tear what the clothing is attached to—namely you. Many other machines have a sliding motion, either up and down or back and forth, which can crush or chop anything that gets in the way.

Don't get caught. Operate a machine only when all guards are in place, and you and everyone else are clear of moving parts. Turn off a machine when you clear it, clean it, fix it, and every time you leave it. Never let a machine run unattended.

Aboard ship or ashore—don't get caught for lack of thought. Keep your mind on your job and prevent accidents.

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

## Curb AT&amp;T's 'Peeping Tom' Camera Plot

NEW YORK—Invasion by management of the last bastion of individual privacy—the employees' lavatory—was just too much for Local 1150 of the Communications Workers.

American Telephone and Telegraph had installed a hidden wide-lens camera, contending that a "perverted mind" was at work scribbling on the walls and they wanted to catch the culprit. This was the excuse for the company's action.

Local President Kevin J. McEnery noticed the open duct in the ceiling of the 9th floor rest room. A few days later, employees discovered the concealed movie cameras. The local investigated and learned that the camera was the property of Pinkerton Detective Agency, hired by AT&T.

The local immediately took its charge to top management but got a runaround. Finally, after threatening strong action, a settlement was reached, the company agreeing never to repeat its action.

Wrote McEnery in the 1150 "Newsletter":

"Granted this is an assault upon the dignity of the male employees which, whether by design or not, humiliates them. In light of the fact that they've only acknowledged what we ourselves had discovered, how are we to know whether they didn't carry this to their illogical and unnatural end, and plant a camera in the women's lavatory as well?"

McEnery said, "This sort of (and justifying the means) philosophy was wrong when used by Adolf Hitler: it's no less wrong when used by AT&T management."

## ICC Gives Field Men New Power

WASHINGTON—The Interstate Commerce Commission is planning to beef up the powers of its regional representatives throughout the country so that its field units will have more power in making informal rulings on rates and other questions by carriers and shippers.

ICC is acting, at least partly, on recommendations from the Budget Bureau as well as private management consultants. The recommendations would give additional powers to the heads of the 90 nationwide field units maintained by the ICC.

In relation to the power increase, the ICC is instituting a committee on transportation research, which will endeavor to develop improved cost-finding methods for use in procedures to set up carrier cost controls and in rate-making. ICC procedures involve US-flag domestic shipping lines as well as land and railroad transport.

The combined programs of the committee and the power build-up reportedly will enable carriers and shippers to get more authoritative informal rulings plus tighter lines of communication and information exchange between the field officials and top ICC staffers here in Washington.



# COPE REPORT



## AFL-CIO COMMITTEE ON POLITICAL EDUCATION

**ANOTHER 'RIGHT-TO-WORK' GIMMICK.** An Indiana Congressman has blasted the "National Right to Work Committee" as "a front for the reactionary segment of big business" and has described the committee's purported "poll" of newspaper editors as "a contrived propaganda gimmick." Rep. Ray J. Madden (D) took the floor of the House to commend the Labor Department for describing "work" laws which ban union shop agreements as "unwise."

The Right to Work Committee announced recently that its poll of newspaper editors showed 91 percent of those who responded "agreed" that Labor Department officials should not "aid union officialdom in their campaign to destroy" so-called "right-to-work" laws.

Madden noted that some 90 percent of the editors polled did not respond to the questionnaire, which he said was "deliberately devised with loaded questions in a cynical attempt to subvert collective bargaining legislation and turn the clock back to the last century." The union shop, he said, "is accepted and desired by the preponderance of our responsible and forward-thinking leaders of business and industry."

It leads, Madden said, to responsible labor relations. "It is the balance wheel in assuring equality between labor and management when collective bargaining contracts are negotiated."

Madden noted that the National Right to Work Committee "is being investigated by the Bureau of Labor-Management Reports of the Department of Labor" in connection with "anti-labor activities in Florida." He added: "It is interesting to note that this alleged poll attacking President Kennedy and the Department of Labor has been conducted at the same time that their anti-labor activities are under investigation."

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**REBUTTAL TO HIGH COURT CRITICS.** States' righters and right-wingers have made the US Supreme Court the target of bitter attack in recent years. Venomous accusations have been hurled at the Court and at Chief Justice Earl Warren, ranging from charges that the Court is undermining states' rights and "favoring Communists" to demands for Warren's impeachment. Recently, Chief Justice Warren answered his and the Court's critics.

The Chief Justice pointed out (1) cases that reach the Court for decision are not initiated by the Court itself and (2) that as a court of review the Supreme Court cannot ignore such cases and cannot simply duck current issues by standing on ancient precedents.

Finally, he pulled the rug out from under those who complain the Court is "robbing" states of their rights. He said where state courts properly protect individual liberties they will have no trouble with Federal courts. Neglect by the states, however, in law and related fields, forces Federal action, he said. In other words, states have obligations as well as rights. Where they fail to fulfill them, the Federal Government must.

# LABOR ROUND-UP

A 25-cent package settlement for members of the American Bakery & Confectionery Workers followed a one-day strike at 11 plants of the National Biscuit Company. Some 9,000 workers were involved. The new two-year contract means wage hikes, improved welfare and pension benefits and added holidays. Plants affected by the stoppage are located in Atlanta, Buffalo, Chicago, Denver, Houston, Pittsburgh, Philadelphia, Portland (Ore.), Oakland (Calif.) and Fairlawn, NJ.

§ § §

The Insurance Workers International Union has reached an agreement with the Prudential Insurance Company on a new two-year contract covering 17,000 agents in 34 states and the District of Columbia. The pact, providing for improvements in the wages and working conditions of the Prudential agents, was reached a day after the old agreement expired. The union is hoping it will mark the beginning of a new era in relations with management.

§ § §

A nationwide agreement between the International Brotherhood of Electrical Workers and the Gould National Battery Corp. has ended a 22-week strike of some 1,600 workers. The 30-month pact provides for wage boosts and a single expiration date for agreements at the company's plants in ten different states. After the settlement, the IBEW called off a recently-launched "don't buy"

campaign against battery products made for some 60 firms. Gould makes batteries under other names for retailers such as Montgomery Ward, Standard Oil and Western Auto Supply.

§ § §

Members of the noted Philadelphia Symphony Orchestra have gained a new three-year contract with an unprecedented guarantee of 52 weeks' pay in the final year. Wage boosts are also established for the members of Local 77 of the American Federation of Musicians. Members who compose the orchestra are guaranteed 40 weeks of pay in the first year of the pact and 47 weeks during the second year. The final full year of paychecks will include "pop" and educational concerts in addition to the regular symphony season, plus four weeks of paid vacation. In past years, orchestra members worked as little as 30 weeks.

§ § §

Four AFL-CIO affiliates have been granted exclusive bargaining recognition among some 10,000 Federal employees at the Norfolk Naval Shipyard. The biggest segment consists of 7,738 blue collar employees for whom the 5th Naval District Metal Trades Council was recognized as bargaining agent. The Government Employees, Technical Engineers and Pattern Makers League also won exclusive recognition. The victory followed a lengthy arbitration to reverse the Navy's position that employees should be represented in a single unit.

# 'As Usual... Holding The Bag'



SEAFARERS LOG

The expected huge movement of American wheat to the Soviet Union is still not underway, despite all the fanfare and the urgency to have the grain at Russian ports by April 30. Obviously one of the biggest question-marks in the proposed transaction is how the wheat will be moved, and whose vessels shall be used.

One of the basic conditions set down by the President when he announced approval of the idea to ship US wheat to Russia was the use of American-flag ships. The "wheat we sell to the Soviet Union will be carried in available American ships, supplemented by ships of other countries," he stated. There is no shortcutting the meaning of Mr. Kennedy's words.

However, as has happened many times before, there often develops a vast wasteland between the promise and the performance. Already there is hedging on the meaning of the words, in response to Soviet claims of "discrimination" and similar harangues by other maritime countries seeking to gobble up the entire wheat trade for their own ships.

Other shipping nations would like nothing better than to grab all or most of the cargo for themselves. They could then have a field day with cargo rates, boosting them at will as they did at the time of the Suez war in 1956, and previously in Korea. In the process, they would negate all of their phony argument about higher American cargo rates and costs.

But no one would remember or care who was responsible for the jump in cargo rates by that time—the foreign shipowners would have achieved their objectives and US shipping would be left out in the cold again.

This is exactly the situation that is building up right now, on the eve of formal negotiations between the Soviet trade mission and US grain shippers that can start the flow of wheat which they badly need to the Soviets.

Although the situation in this instance is

not the same as the one that developed just one year ago over Cuba, the same type of firmness that eased that tense situation should be applied now. The US should not be stampeded into backing down on its commitments to the American-flag merchant fleet, regardless of the howls of protest by farm-belt Senators who want to give the Russians the grain on any terms.

§ § §

## Congress At Sea

The changes of the season don't seem to affect Congress at all. In the summer heat or autumn cool, its "productivity" rate appears to be the same. Thus, one of the most glaring news items out of Washington last week was the report that the bill on medical care for the aged—"Medicare"—is shelved once again in Congress.

Other legislation still on the Congressional shelf involves some six million unemployed workers in the United States who, unlike the American eagle, are in no danger of becoming extinct. Sweeping new legislation, still pending, is required to alleviate their plight.

Passage of a strong civil rights bill in this session continues to be subject to the whims of the factional divisions within the legislative body, although there is some hope that a rights' bill may make it yet this year. But action on a tax cut is also mired in the often-sticky business of the Congressional committee calendar.

And while Government budget experts are now trying to prepare next year's spending estimates, they still don't know how much money Congress will finally appropriate to run many Federal agencies during the fiscal year that began four months ago.

Tuesday, November 5, is Election Day in most American cities and towns. The ballot has always served in America as an effective stimulant to politicians when they lose sight of proper legislative objectives. Make sure that you vote on November 5.

# SIU ARRIVALS and DEPARTURES

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

Mitchel Roy Linden, born June 16, 1963, to Seafarer and Mrs. Clarence Linden, Coxsackie, NY.

Joseph Wayne Johnson, born August 14, 1963, to Seafarer and Mrs. Joseph W. Johnson, Hammond, La.

Sharon Faye Howard, born August 25, 1963, to Seafarer and Mrs. Benjamin Howard, Foley, Ala.

Arlene Jolivet, born August 9, 1963, to Seafarer and Mrs. Autry Jolivet, New Orleans, La.

Alfonso J. Surles, Jr., born July 12, 1963, to Seafarer and Mrs. Alfonso J. Surles, Dale City, Calif.

Terry Shaper, born August 19, 1963, to Seafarer and Mrs. Danny Shaper, Mobile, Ala.

Karen Mann, born June 15, 1963, to Seafarer and Mrs. Elbridge K. Mann, East Chesapeake, Va.

Charles Edward Emanuel, born August 10, 1963, to Seafarer and Mrs. Thomas Emanuel, Mobile, Ala.

Gwendolyn Yvette Babb, born September 29, 1963, to Seafarer and Mrs. Otho C. Babb, Brooklyn, NY.

Ardys Ann Christenberry, born October 8, 1963, to Seafarer and Mrs. Richard A. Christenberry, Redwood City, Calif.

Paula Thomas Rankin, born July 2, 1963, to Seafarer and Mrs. Audrey A. Rankin, Mobile, Ala.

Travis Edward Kirkwood, born August 10, 1963, to Seafarer and Mrs. Hobart Kirkwood, Jacksonville, Fla.

Charles Christopher McGuire, born August 8, 1963, to Seafarer and Mrs. Charles A. McGuire, Jacksonville, Fla.

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

George J. Mullen, 52: A stomach ailment was fatal to Brother Mullen on August 12, 1963 in the Freeport Hospital, Freeport, La. He had shipped in the engine department since 1946. He is survived by his mother, Mrs. Mary E. Mullen, of Long Island, NY. Burial was in the Holy Road Cemetery, Westbury, NY.

Edward Scherzer, 64: Heart disease was fatal to Brother Scherzer on March 23, 1962 at the Church Home and Hospital, Baltimore, Md. He joined the SIU in 1939, shipping in the deck department, and had been on a disability pension since 1960. A friend, Robert Fallano of Baltimore, survives. Burial was at the Sacred Heart Cemetery in Baltimore.

Harry Snyder King, 37: Brother King died in the Tampa General Hospital, Tampa, Fla., from accidental causes on August 7, 1963. Sailing in the deck department, he first joined SIU in 1949. He is survived by his wife, Mrs. Evelyn King, a daughter, two brothers, a sister, and his mother, Mrs. Rosa King, all of Tampa. Burial was at Orange Hill Cemetery, Tampa.

Calvin B. Moose, 37: Brother Moose died of injuries received in an automobile accident on August 31, 1962. He died in the Harbor General Hospital, Torrance, Calif. He had been sailing in the engine department since 1947. Surviving is his sister, Mrs. Lodema M. Peninger, Salisbury, NC. Burial was in the Salisbury Memorial Park Cemetery.



## SEAFARERS in DRYDOCK

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

- USPHS HOSPITAL NEW ORLEANS, LOUISIANA**  
 Edward Aches  
 Robert Adams  
 Wilmer Adams  
 Clyde Barnes  
 John Burchinal  
 Wilbert Burke  
 John Caldwell  
 Eugene Copeland  
 James Demarco  
 Lorenzo Diana  
 Julius Ekman  
 Ramose Elliott  
 Anton Evensen  
 George Flint  
 Eugene Gallaspy  
 Sanford Gregory  
 James Hawkins  
 William Hunt  
 Vicenzo Iacono  
 Walter Johnson  
 Foster Juneau  
 Claude Lomers  
 Gordon Long  
 Cornelius Martin  
 John McCaslin
- USPHS HOSPITAL STATEN ISLAND, NEW YORK**  
 John Aba  
 Cornell Amelincro  
 Claude Anavitate
- USPHS HOSPITAL GALVESTON, TEXAS**  
 Leslie Dean  
 George Djian  
 Joseph Fontenot  
 Monroe Gaddy  
 Hugh Grove  
 John Jelletto  
 David Kendrick

- James Bergeria  
 David Blackwell  
 Willard Blumen  
 Ferdinand Bruggner  
 Edmond Burch  
 Dan Covaney  
 Well Denny  
 Salvatore DiBella  
 Erik Fischer  
 Jose Garcia  
 James Gillian  
 Juan Gonzalez  
 Richard Green  
 Walter Grosvenor  
 Edwin Harriman  
 Ralph Hayes  
 Ward Hoskins  
 Walter Karlak  
 William King  
 Robert Lasso  
 B. Lerwick  
 Dennis Lloyd  
 Anthony Malello
- Carlos Matt  
 William Morris  
 George O'Rourke  
 Eugene Plahn  
 Jacques Rion  
 Euerl Rosenquist  
 Mohamed Said  
 Joseph Scully  
 Abbas Samet  
 Albert Sental  
 James Sherlock  
 James Shiber  
 Francisco Sortillo  
 Tom Stafford  
 Harold Stoen, Jr.  
 Lester Sturtevant  
 Ernest Tatro  
 Wilbur Taylor  
 Ray Vaughan  
 Alvaro Vega  
 C. Venardis  
 Arch Volkertz
- Charles Lambert  
 George Little  
 Abraham Mander  
 James Matthews  
 Andrew Monte  
 Gustavo Osuna  
 John Peathas

- James Parker  
 Mario Pacheco  
 Willis Thompson
- USPHS HOSPITAL NORFOLK, VIRGINIA**  
 Lucien Drew  
 Joseph Peak  
 John Fitchette  
 Alister Forsythe  
 William E. Grimes  
 Harold Hanley  
 William Jefferson
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**  
 David Biumlo  
 William Chadburn  
 James Higgins  
 F. Lagrimas  
 Milledge Lee  
 Samuel Mills
- USPHS HOSPITAL SEATTLE, WASHINGTON**  
 Edwin Ainsworth  
 Paul Babbitt  
 Malvin Chandler  
 Henry Davis, Jr.  
 Henry Dell'Orfano  
 Patrick Donovan
- USPHS HOSPITAL BRIGHTON, MASS.**  
 Joseph McNeil
- USPHS HOSPITAL BALTIMORE, MARYLAND**  
 Arthur Anderson  
 Hendley Beaver  
 James Beck  
 Gorham Bowdre  
 Lawrence DeAngellis  
 Friedof Fondila  
 Gorman Glaze  
 Lawrence Halbrook  
 John Hannay  
 Wiley Hudgins  
 Melvin Hamilton  
 Benjamin Gary  
 Robert Glassell  
 Larry Jones
- USPHS HOSPITAL FORT WORTH, TEXAS**  
 Gerald Algernon  
 Benjamin Deibler  
 Adrian Durocher  
 Abe Gordon
- SAILORS' SNUG HARBOR STATEN ISLAND, NEW YORK**  
 Daniel Gorman  
 Alberto Gutierrez
- MOUNT WILSON STATE HOSPITAL MOUNT WILSON, MARYLAND**  
 Charles Ackerman
- VA HOSPITAL JACKSON, MISSISSIPPI**  
 Harry Luzader

### More Discussion On Pension Urged

To the Editor:  
 The crewmembers of the SS Claiborne (Waterman) would like to request the membership to give a little more thought to our retirement plan. It is true we have a beginning, but the plan is inadequate as far as we are concerned.  
 When a man advances on into

seamen who are still active on our ships the best of luck.  
 I know I would really love to be sailing again and ship with all my friends in the SIU. Thanks to everyone in the SIU for seeing to it that we have this type of retirement benefit, from the bottom of my heart.  
 Juan Cruz

### Urges Medical Data Record

To the Editor:  
 Since all SIU members have a yearly medical check-up and are issued a medical card, why can't important data such as blood type, allergies, etc., be written on the reverse side?  
 In case of illness or sudden accident, delay often occurs in treatment while the doctor is accumulating this data. The prompt availability of this vital information on the back of the medical card could speed up treatment of injured or sick seamen.  
 I would like to read some comments from others on this suggestion.

Harry N. Schorr

### Trustco Hails Philadelphia Aid

To the Editor:  
 As ship's delegate aboard the SS Trustco, I was commissioned by the crew to extend our whole-hearted appreciation for the fine job accomplished by our most capable patrolman, Joe Ahrs, in Philadelphia.

We feel that the man, although being new on the job, has done a job which could not have been accomplished better were it handled by our most senior patrolman.

I am writing this letter for the crew, as the feeling was unanimous that Brother Ahrs receive a vote of thanks in print for all other brothers to see.

William C. Schaefer

### Welfare Plan Assist Lauded

To the Editor:  
 I find it very difficult to express my deepest thanks for the untiring efforts of the folks with the Welfare Plan in behalf of my husband Nick Gaylord's welfare claim.

The checks were a tremendous help towards paying for many past-due hospital bills.

Please accept our humble thanks for helping to expedite Nick's claim.

Helene Gaylord

### 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.

the twilight years of his life before he retires, there is not much to look forward to so far as retirement is concerned. He is either too old to enjoy it or does not live long enough to enjoy it.

So, brother members, we urge you to discuss this plan at your shoreside and shipboard meetings and let your officials know your desires. We are sure that our officials would work for us to have a better retirement plan if we only expressed our desires to them clearly. We should work toward a plan similar to the one the MEBA has.

In that way, if we get a better plan, all the oldtimers can go out and make room for the younger men to take over. And the oldtimers in the Union who could go out on the required seetime and 20 years in the Union could do so with a promise of a little time left to enjoy being a retired man.

Wake up, brother members, and let yourselves be heard from through your meetings ashore and on board ship.

Bernard F. Overstreet  
 Marvin E. Howell  
 J.W. Fleming

### Pensioner Longs For Sea Again

To the Editor:  
 I recently received my first month's pension check and was certainly proud and glad to see it.

This only proved that I belong to one of the finest unions anyone could ever hope to be part of, and I certainly wish all

### Fanwood Comes To Bombay



Coming into Bombay, India, SIU-manned Fanwood (Waterman) is pictured from deck of the research ship Anton Bruun (Alpine) in photo by SIU ship's delegate Al Prejean. Arrival of the Fanwood in Bombay brought on ship-to-ship visits by both crews while they were in port.

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

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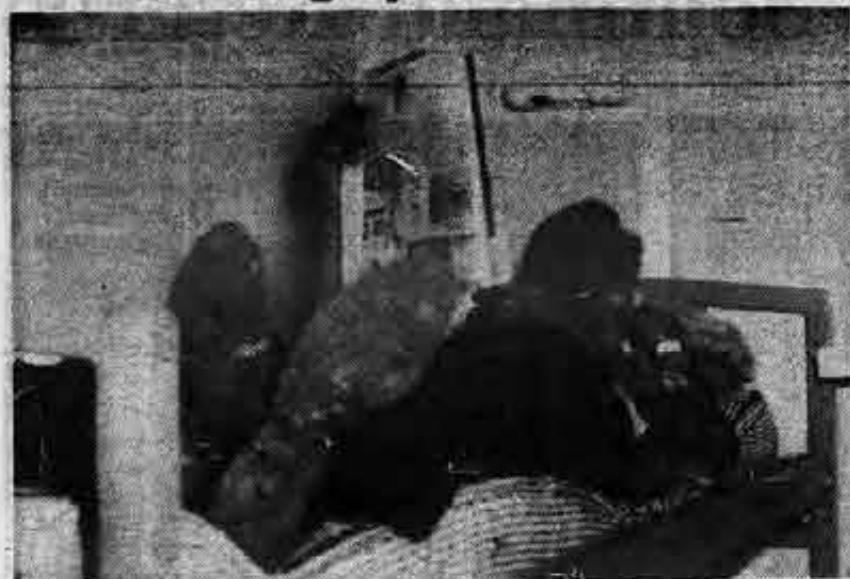
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**Catching Up On The News**



Local newspaper provided diversion for Seafarer G. Garcia, wiper, while he waited out start of payoff on the Steel Designer (Isthmian) in the Port of New York recently. He looks pretty comfortable stretched out in his fo'c'sle on that thick mattress.

**From the Ships at Sea**

Short on reading material, SIU crewmembers on the Duval (Suwannee) have put forward the suggestion that they try to work out a trade with the next SIU ship they meet on a ship's library package or two.

They figure this is the next best thing to getting a brand-new library from the States. Jim Morgan was chairman and R. Sirois was secretary at the meeting where the idea came up. Although they may have a library problem, there's none on the feeding. The steward department got a rousing vote of thanks for "excellent cooking and service" on this voyage.

The SIU Ship's Libraries have also proved popular on the Alcoa Runner (Alcoa), where ship's delegate William A. Tatum drew special praise for picking up two of

the latest 50-book packages. The crew expects to make good use of them on a long offshore run.

On the Monticello Victory (Victory Carriers), Seafarers are pretty pleased with the compliments passed down from topside by the relief skipper on there. He praised the crew as one of the best he's seen. But television problems are still dogging the big tanker. The ship's fund has dipped to a low of \$1.05 after big outlays on TV equipment.

Seafarer M. P. Cox on the Producer (Marine Carriers) has bowed to the wishes of his shipmates and is staying on as delegate after urging that someone else take on the job of handling crew disputes and beefs. Cox tried to beg off at a recent meeting, but the rest of the crew wouldn't hear of it. They voted him a broadside of thanks for his past efforts, and prevailed on him to stay on in the post.

The Steel Vendor (Isthmian) must figure the "television age" is here to stay, according to the discussion at its last meeting. Several Seafarers came up with the suggestion to raffle off the radio now in the messroom and to buy a TV instead, so they'll be able to see as well as hear what's going on in the world. J. Goude was chairman and steward Fred Shaia was secretary of the session where the debate went on.

A tip about a good place for SIU men to spend some while shopping in Sasebo, Japan, is



Cox



Tatum

passed on by Seafarer Ernest Tatro. He says the "Rio Bar" at No. 1, Hizukushi-Cho, is a popular hangout and Seafarers always get a break there. Tatro extends his personal thanks to the owner for help extended to him when he injured his arm and had to spend some time ashore at Sasebo.

The Marymar (Calmar) reports that Joe Padelsky the baker is still fishing and still waiting for the "big one" not to get away. It seems Joe hasn't been too successful as a fisherman, although there's no beef on his baking prowess. Oliver Lewis is ship's delegate on there.

Quick action on the Arizpa (Waterman) disposed of a problem as soon as it was brought up at a shipboard safety meeting by H. L. Soybes, steward department safety delegate. Soybes reported that four pieces of metal were sticking up from the deck in the passageway outside the pantry and would trip someone up soon if the hazard wasn't removed. The matter was attended to right after the meeting by grinding the metal down to deck level, so all is well again.

**There Certainly Are Mermaids —SIU Ship Spots A Whopper**

By George R. Berens

Sailing as 2nd mate on the SIU-manned containership Elizabethport, the writer is a collector of maritime lore. Here he describes some of his findings after a true-life encounter with a "mermaid" on a recent voyage.

Seafarers on the SS Elizabethport (Sea-Land) recently were treated to a closeup view of a mermaid.

All Seafarers have heard of mermaids, but how many have seen one? For years we have been diligently looking for one of those ravishing creatures so often depicted in nautical scenes.

These beauties with a woman's head and torso, and a fish's body from the waist down—complete with scales and tail, have been known, pictured and written of for many centuries. Their human-female-fish-tailed body decorates Phoenician coins dating from over two thousand years ago.

The Phoenicians were the Mediterranean seafarers of ancient history. After sailing unknown seas for months on end, it is no wonder that these pensive seamen saw sea animals and imaginatively transmuted them into desirable female figures. Our rugged predecessors on the square-riggers saw mermaids, too. And no wonder. After weeks at sea, their thoughts frequently turned to the girls they hoped to meet when they reached port after five or six hundred sea watches without a break.

Many instances of the sighting of mermaids are contained in the logs of famous navigators. Henry Hudson, once a visitor to the New York area, who left his name to the river that washes the shores of the world's greatest port, describes one in his logbook: "...her skin was very white, and long hair hanging down her back..."

Even in recent times mermaids are reported. Several such reports have come from Scotland and the Isle of Man, localities noted for their potent brews.

At the dawn of the scientific age before the turn of this century, the public showed enthusiastic interest in the wonders being discovered, both real and mythical. This interest, boosted by master showmen like P. T. Barnum, encompassed several mermaids.

Then, as now, the industrious Japanese also were quick to produce products desirable to the people of the Western countries, and, for a while, they flooded the market with "mermaids." But the Japanese mermaids proved a disillusionment to those whose imagination was fed on pictures of luscious female creatures. The monkey heads and hairy arms at-

tached to fishtail-ends, all dried and withered, did not measure up to what the male public had in mind. The popularity of mermaids waned.

For scores of years naturalists have endeavored to pin down the origin of the legendary creatures. The consensus of scientific opinion is that wandering seamen had sighted manatees or dugongs, seal-like animals who live in the water. The manatee frequents the estuaries and big rivers of the African and American Atlantic coasts, and the dugong is found in the Indian Ocean, and on Australian and East Indian shores.

The dugong is known to suckle its young with the upper part of its body projecting from the water and, when disturbed, the mother dugong will clutch her baby to her breast and plunge beneath the surface, with a flick of her fish-like tail in the air.

Others have come to the conclu-

sion that seals are the creatures that seamen's imagination has turned into mermaids. Some 30 species of seals are found in all oceans of the world, and anyone who has observed their soulful eyes, heard their baby-like cries, and viewed their almost-human antics must agree that the naturalists may be right.

But seafarers of this Sea-Land containership were treated to the sight of a real mermaid—maid of the sea—recently when transiting the Panama Canal. The smart SS Burrard of the Fred Olsen Line of Oslo passed close.

Adorning her bows was a life-sized figure of the "female form divine" with all anatomical details beautifully proportioned and correct (at least, so claimed one of our playboys). True, she lacked a fish's after end and tail.

But who wants a woman with a fishtail? She was, of course, completely naked.



Lady adorning the bow of the Norwegian MV Bolinas, built in 1956, is seagoing "sister" of figurehead spotted by the Elizabethport on recent Panama Canal passage.

**SEATRAN NEW YORK** (Seatrains), Aug. 25—Chairman, Daniel Rose; Secretary, Felipe Aponte. One man missed ship. Some disputed OT in deck department. It was suggested that ship's delegate contact headquarters regarding the partition in the crew's mess which was to be installed in order to keep the messhall cooler. Request more night lunch. Crew asked not to throw trash and rags into the toilets. Vote of thanks to steward department.

Sept. 22—Chairman, K. Foster; Secretary, F. Patterson. Ship's delegate resigned with a vote of thanks to the crew for its cooperation. R.

**DIGEST of SIU SHIP MEETINGS**

Maldonado was elected to serve in his place. Complaint and general discussion by all hands regarding large amount of gas from the cargo diesels which is accumulating in the crew's quarters and making several men ill. Delegate to find out when the crew mess is going to be painted as it is in very bad need of same. Discussion on trying to get a better grade of apples.

**AMES VICTORY** (Victory Carriers), Sept. 1—Chairman, W. Sink; Secretary, M. Phelps. Everything running smoothly so far. James F. Cunningham was reelected to serve as ship's delegate. Delegate asked crew to turn off fan in laundry room when finished and to dispose of soap boxes in can provided. Steward to furnish keys for crew pantry, messroom and recreation room. Gangway watchman to hold same. Discussion on food and services. A few petty beefs ironed out to satisfaction of all.

**NORTHWESTERN VICTORY** (Victory Carriers), Sept. 2—Chairman, Herb Knowles; Secretary, M. J. Doherty. Motion was made to clean up the recreation room and also to buy furniture. Motion made to keep outsiders out of the rooms in Saigon. \$21.03 in ship's fund. Steward requested that all linen be returned. Ship's delegate gave the steward department a vote of thanks.

**MONTPELIER VICTORY** (Victory Carriers), Sept. 15—Chairman, S. Phillips; Secretary, John P. Schilling. Check with Union about payoff every six weeks. Suggestion to build up ship's fund. Discussion on the fring of deckhand. This will be called to the patrolman's attention.

**NORBERTO CAPAY** (Liberty Navigation), Sept. 2—Chairman, Roland E. Lanone; Secretary, W. Doran. Baker arrived in Port Said from hall as requested. Draws will be issued in foreign currency. Sanitary condition improved. Food is improving. Ship's delegate extended vote of thanks to all departments. Motion made to request headquarters to contact master and companies regarding shortage of cigarettes. Committee of three elected to draft letter to headquarters regarding poor medical attention.

**WILD RANGER** (Waterman), Sept. 11—Chairman, Bill Copone; Secretary, Joe San Filippo. Crew requests change in brand of relishes.

**MOBILE** (Sea-Land), Sept. 20—Chairman, H. Lanier; Secretary, J. McLaughlin. No action on repair list. Disputed OT in deck and engine departments and delayed sailing disputed in steward department. H. Lanier elected to serve as ship's delegate. Bosun called for porthole in his room.

**FLORIDA STATE** (Everglades), Sept. 22—Chairman, Antonio Gonzalez; Secretary, Frank R. Throp. \$12.90 in ship's fund. No beefs reported. Captain Williams returned to ship after 90-day vacation. Said he was glad to get back.

**JOSEFINA** (Liberty Navigation), Sept. 15—Chairman, E. Grajales; Secretary, J. Liston. G. Masterson was reelected as ship's delegate. Discussion on why crew cannot obtain a fair draw in bunker ports. Ship's delegate contacted master in reference to a port draw in Moll, Japan, as this is a bunker port. Received okay to have laundry room and passageway painted out at once. Crew was requested to make less noise in and around galley.

**SANTORE** (Marven), Sept. 28—Chairman, Henry W. Abel; Secretary, Samuel K. Eddy. Ship's delegate requested that beginners use more safety measures or caution to avoid injuries. Crew requested to cooperate in returning coffee cups to mess or pantry. Crew requested to donate to television repair fund at payoff.

# A Tale Of Woe Unfolds As Old Southland Returns

By Seafarer Thurston Lewis, Book L-43

SIU oldtimer Thurston Lewis describes some of the misadventures surrounding the return of the former SS Southland to the SIU-manned fleet under Alcoa's house-flag. Lewis is the engine delegate aboard the ship.

It was a rough haul, but we finally got the "new" Alcoa Marketer (Alcoa), freshly fitted out with an SIU crew, to sea. Formerly the Southland of the old South Atlantic Line and more recently the American Marketer of US Lines, the Marketer is now back in the SIU fold.

The Norfolk shipyard was the scene of the transfer and it was a puzzle to some of the brothers as to how a ship could get into the shape she was. But just as a book cannot be judged by its cover,

neither can a ship be judged by its outer coat of rust. Chief Cook Eddie Johnson; Simpson, and O'Neil, ABs; Benny Hayes, oiler, and yours truly as fireman-water-tender were able to register right after payoff from another Alcoa ship and go on the Marketer, which is a C-2.

But Oil! What a mess! She didn't even look like a proper seafaring lady. Shoreside workers, engineers, mates and the new SIU crew worked day and night to get her into shape to go to Baton Rouge for a load of corn for Alexandria, Egypt. She had crewed up August 28 except for steward Wilson Davis, who had come a day or two earlier.

At last she was ready to go — or so we thought. Just out of Norfolk a leak developed in the main condenser and the plant was shut down to plug the bad tube. After drifting from 4 PM until 8 AM the Marketer again got underway and plowed doggedly along. She wound her way up the Mississippi River and came to rest at anchorage off Baton Rouge with an almost discernible sigh.

More needed repairs were accomplished here and, at the same time, after shifting to the grain elevator, she was loaded with good old American corn, right down to the Plimsoll mark.

Thence we headed downriver to



Underway at last on the "second maiden voyage" of the Alcoa Marketer, some of the SIU crew is pictured in photos by engine delegate T. Lewis. The trio of wipers (l-r) includes Danny Warner, Jake Otreba and "Junior" Norred. At right, bosun Tom Sanchez does a repair job on the Jacob's ladder. The ship had been with US Lines.



## Crew Lauds Skipper's Try To Save Life

The skipper of the passenger ship Del Sud (Delta) has earned high praise from Seafarers aboard the vessel, for his single-handed efforts to try and save the life of a crewmember.

Although Seafarer Marcel Dumestre died on August 20 de-



Dumestre



Callahan

spite all efforts to save him, his shipmates singled out Capt. J. M. Platt for warm thanks. "Seldom does one sail with a skipper who is as fine a seaman and gentleman with thoughtfulness for his crew," ship's delegate Robert Callahan writes.

As soon as Dumestre fell ill at Buenos Aires, Argentina, Platt came down to the crew's quarters, stood by while the ship's doctor examined Dumestre, and when it became apparent that hospitalization was needed, Platt went ashore himself.

Callahan said Platt went in search of a telephone bareheaded and coatless in cold and rainy weather. He finally succeeded, because of his ability to speak the language, in contacting the British Hospital, and having an ambulance dispatched to the Del Sud. The skipper then returned to Dumestre's bedside to await the arrival of help.

"He stood by until the ambulance arrived. He personally saw to it that the man was put into the ambulance and taken to the hospital," Callahan said.

"Myself, and all the other crewmembers wish to thank this man for his efforts in trying to save the life of a brother member. We all hope to sail with him again in the near future, and with great pleasure," Callahan said.

**CLAIBORNE (Waterman), Sept. 7—**Chairman, Harry K. Long; Secretary, William Robinson. One beef in steward department to be settled in Mobile. Discussion on retirement plan, and letter sent to the SEAFARERS LOG regarding same. The membership asks for check-up on eyeglass costs in Mobile. Aubrey Kennedy was elected to serve as ship's delegate.

**ST. CHRISTOPHER (Oiga Konow), Sept. 15—**Chairman, C. E. Cornelius; Secretary, Gustav V. Thobe. Ship's delegate reported everything running smoothly. Motion made to put at least 2 daymen and 1 galleyman additional aboard ship, as a ship of this size has a tremendous amount of gear to keep up, and the cooks in the galley have to work 2 hours OT each day. Request new brand of coffee.

**WESTCHESTER (Peninsular Navigation), Sept. 15—**Chairman, J. Hicks; Secretary, Peter Kurdas. Ship's delegate reported that the captain said American money will be put out in India and that all rooms will be painted. Cigarettes running low. Ship's delegate to see mate about having hole enlarged in shower for better drainage. Engine delegate to see engineers about fixing ventilators.

**RAPHAEL SEMMES (Sea-Land), Sept. 18—**Chairman, Thomas Rojovich; Secretary, Frank Allen. \$15.29 in ship's fund. Frank Itakas was elected to serve as ship's delegate. Crew requested to leave room clean

and to bring soiled linen to midship when paying off.

**JOHN C (Atlantic Carriers), Sept. 15—**Chairman, H. A. Galicki; Secretary, J. M. Lundy. Crew requested to leave toilets and showers closed while in port, and to clean lockers and rooms. Turn in all linen to steward before leaving ship. Delegate to see patrolman about ship

## DIGEST of SIU SHIP MEETINGS

sailing short. Crew asked to clean washing machine after use and to cooperate with bosun.

**SEATRAN NEW JERSEY (Seatrains), Sept. 9—**Chairman, A. C. May; Secretary, J. M. Nelson. L. H. Chapman was elected to serve as ship's delegate. Former ship's delegate had to get off due to illness. \$28.40 in ship's fund. Vote of thanks to steward department. No beefs reported.

**CHOCTAW (Waterman), June 24—**Chairman, Victor Harding; Secretary,

Louis Pepper. No beefs reported by department delegates. Anders Ellingsen was elected to serve as ship's delegate. Crew requested to return all cups to the pantry and remove dry laundry from clothesline as soon as possible.

**July 21—**Chairman, S. Heindling; Secretary, L. Pepper. Ship's delegate reported that launch service at Pusan, Korea, was not being used solely for ship's crew. The schedule given to the crew was used to accommodate local people instead. Motion made that Waterman inform their agents, Everett Steamship Co., at Pusan, to enforce the time schedule and proper use of launches. Vote of thanks to all delegates and the steward department for good menus, food and service.

**DEL SANTOS (Delta), Aug. 25—**Chairman, D. A. Ramsey; Secretary, J. K. Harvison. Everything satisfactory. Some disputed cargo time for fireman. After last voyage the ship's treasurer left ship with \$20. Vote of thanks given to steward department for job well done. Two-day delay in repairing of galley stove to be brought to the attention of patrolman.

**STEEL FABRICATOR (Isthmian), Sept. 4—**Chairman, Lee R. Moore; Secretary, none. Motion made that all hold-cleaning time be made straight time instead of fifty cents an hour. Vote of thanks to steward for the trouble he had in getting milk and stores.

**STEEL WORKER (Isthmian), Sept. 22—**Chairman, H. Mueller; Secretary, G. C. Reyes. Discussion on crew having to take unnecessary shots, per motion at previous meeting. Ship's delegate talked to captain about lifting logs and disputed OT. \$43 in ship's fund. H. Mueller elected to serve as ship's delegate. Discussion on better launch service. Crew voted against travelers checks for draws in foreign ports. Vote of thanks to steward department.

**STEEL VENDOR (Isthmian), Sept. 30—**Chairman, J. Goude; Secretary, F. Shala. R. Shaynick was elected to serve as ship's delegate. \$28.16 in ship's fund. No beefs reported. All repairs were taken care of. Suggestion made to raffle off radio and purchase TV instead.

**PILOT ROCK (Columbia), Sept. 19—**Chairman, D. M. Ravosa; Secretary, Frank Kustura. No beefs reported by department delegates. D. M. Ravosa was elected to serve as ship's delegate. Discussion on seeing chief engineer about changing fans in crew's messroom. One man taken off vessel in Port Said due to illness. No beefs reported by delegates.

**SEATRAN LOUISIANA (Seatrains), Sept. 22—**Chairman, Jimmie L. Jackson; Secretary, Herbert C. Justice. \$23.62 in ship's fund. Ship's delegate reported everything running smoothly. Raul De Los Santos, ship's delegate, resigned. Jimmie L. Jackson was elected to serve in his place.



### Schedule Of SIU Meetings

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

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

#### West Coast SIU Meetings

SIU headquarters has issued the following 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
November-18	November 20	November 22

### PERSONALS and NOTICES

**Ex-SS Barbara Fritchie**  
G. Dinass, E. Kocanoski and T. McCarthy, who were crewmembers of the above vessel, are asked to contact Vance, Davies, Roberts and Bettis, attorneys, 1411 Fourth Avenue, Seattle 1, Wash., regarding a 1962 accident to James R. Miller.

**Charles J. Burns**

Your mother asks you to get in touch with her at 52 Cemetery Street, Carbondale, Pa.

**Capt. Frank Roys**

Anyone knowing the whereabouts of the above-named, whose last known address was the Montauk Memory Motel, Montauk, New York, is asked to get in touch with Joseph Schoell, 9808 Linden Avenue, North Seattle 3, Wash., concerning an important personal matter.

**Fredrich Eugene Lillard**

The above-named or anyone knowing his present address is asked to contact his mother, Mrs. M. Lillard, Lake City, Ark., so that she can forward his gear.

**Charlie Foster**

You are asked to contact Mrs.

Cecile Watts, 7701 N. Rome Avenue, Tampa 4, Fla., who asks you to call or write as soon as possible.

**Robert H. Bullock**

Your sister, Mrs. J. B. Bryant, Box 72, Contoe, North Carolina, wants to hear from you.

**Reginald R. Paschal**

The above-named or anyone knowing his whereabouts is asked to get in touch with his wife, Mrs. Freda Paschal, 225 Lexington Ave., Mobile, Ala., or call 438-2635, regarding an illness in the family.

**John H. Leys**

Your daughter, Mrs. Dewey Bulard, 5801 Hacienda Drive, Huntington Beach, Calif., is anxious to hear from you. Anyone knowing the whereabouts of the above, whose last known address was in Mobile, is asked to write or to call 893-4081 in Huntington Beach.

Any members who owe James H. Seeds any money are asked to write him c/o Washington Parish Jail, Franklinton, La., as soon as possible.

Mrs. Rachel G. Dunn, of 2303 1/2 N. Main St., Houston, Texas, asks her husband to get in touch with her about a personal matter involving her car.

**Bob Pope**

Contact Hardscastle at the Audubon Hotel, 1225 St. Charles Ave., New Orleans, La.

**Patrick Tobin**

Mrs. Tobin at 5402-7th Ave. has an important letter for you at home.

**B. James Ricketts**

Get in touch with your brother, G. Henry Ricketts, c/o Willis, Apt. 2, 1997-7th Ave., New York 26, NY.

**Income Tax Refunds**

Checks for the following men are being held by Neil Pardo, 2420 First Ave., Seattle, Wash. 98121: Alabakoff, Damian; Berg, George J.; Broc, Rudolph; Cage, Robert A.; Canul, Jose; Cox, Leonard J.; Crehan, Edward R.; Crist, Earl M. Jr.; Crum, Marvin; Curtis, Maxine; Delander, Frederick; Douglass, Kenneth; Edwards, Kikue; Everett, Wilbur Lee; Ferdinand, N. Findahl; Gertz, George I.; Graham, George W.; Hawkins, Leonard M.; Howarth, John V.; Iczal, Vance L.; Johnston, Leonard B. & Happy; Kaliloa, Joseph B.; Kroll, Will I.; Lauvitsen, J. M. & Y. M.; McAndrew, Robert

## SIU BULLETIN BOARD

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

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

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, first notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:  
Max Harrison, Chairman, Seafarers Appeals Board  
17 Battery Place, Suite 1930, New York 4, NY  
Also notify SIU President Paul Hall at Union headquarters by certified mail, return receipt requested. Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

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

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

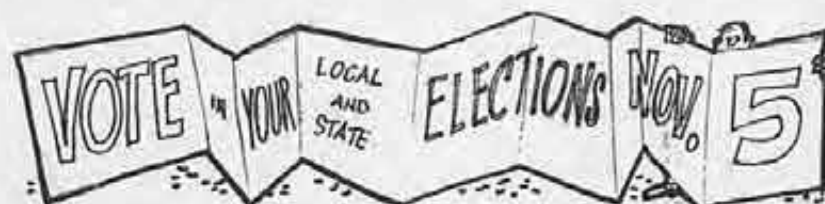
**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time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

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

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

## KNOW YOUR RIGHTS

N.; McDermott, Stacey J.; Mars', Lloyd C.; Martinussen, Charles; Meher, Kiyoko; Miller, Michael C.; Mathew, Maggie; Napsenar, Edward N.; Oromanor, Albert & Margaret; Sandanger, Marius; Shear, William D.; Taylor, Frederick; Taylor, David G.; Tripp, Norris; West, William M.; White, Charles;



### SIU HALL DIRECTORY

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

<b>PRESIDENT</b>	Paul Hall
<b>EXECUTIVE VICE-PRESIDENT</b>	Cal Tanner
<b>VICE PRESIDENTS</b>	
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Al Tanner	Robert Matthews
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<b>HEADQUARTERS REPRESENTATIVES</b>	
BIL Hall	Ed Mooney
Fred Stewart	
<b>BALTIMORE</b>	1216 E. Baltimore St.
Rex Dickey, Agent	Eastern 7-4500
<b>BOSTON</b>	376 State St.
John Fay, Agent	Richmond 2-0140
<b>DETROIT</b>	10225 W. Jefferson Ave.
	Vinewood 3-4741
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	HYacinth 9-8000
<b>HOUSTON</b>	5804 Canal St.
Paul Drozak, Agent	WAlnut 8-3207
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Ben Gonzales, Agent	FRanklin 7-3564
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<b>NEW YORK</b>	678 4th Ave., Brooklyn
	HYacinth 9-8000
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Gordon Spencer, Acting Agent	625-6505
<b>PHILADELPHIA</b>	2604 S. 4th St.
Frank Drozak, Agent	DEwey 6-3819
<b>SAN FRANCISCO</b>	450 Harrison St.
Frank Boyne, Agent	DOUglas 2-4401
E. B. McAulay, West Coast Rep.	
<b>SANTURCE PR</b>	131N Fernandez Juncos
	Stoo 20
Keith Terpe, HQ Rep.	Phone 724-2948
<b>SEATTLE</b>	2505 1st Ave.
Ted Babkowski, Agent	MAIn 4-4341
<b>TAMPA</b>	312 Harrison St.
Jeff Gillette, Agent	228-2700
<b>WILMINGTON</b>	305 N. Alford Ave.
George McCartney, Agent	TErminal 4-2520

## SIU Ship Completes Trans-Atlantic Cable

CORNWALL, England—The SIU-manned cable ship Long Lines (Isthmian) finished its first mission last month, when it linked up with a cable buoy at Widemouth Bay here to complete the first cable connecting the US directly with England. Telephone service between the US and Britain began two weeks ago.

The 511-foot cable ship—the most modern afloat—plugged into another cable which the British ship Alert had put down earlier. The cable system, costing an estimated \$47 million, is a joint venture of American Telephone & Telegraph and the British Post Office, which furnishes phone service in the United Kingdom.

Now in full operation, the cable provides for 128 two-way voice circuits across the Atlantic. Overseas calls have risen 15 percent to a record 1.5 million calls AT&T handled to Europe last year. The first telephone cable was laid between Scotland and Newfoundland in 1956.

The Alert laid the first 638 miles of cable from Tuckerton, N.J., when completion of the Long Lines was stalled several months because the West German shipyard in which she was being constructed went bankrupt. The vessel reached the US in April from Hamburg. She sailed from Baltimore in July to the 638-mile-point to lay 1300 more miles of cable.

The SIU-contracted vessel then

sailed to Southampton, England, to load 1,570 additional miles of cable in order to complete the total 3,500-mile-length.

Torpedo-shaped repeaters, which boost the voice currents as they travel along the cable, are spaced about 20 miles apart in the under-sea phone link. Each repeater contains 5,000 precision parts which permit voice travel in both directions at the same time. Earlier systems used two cables—one for each direction.



Seafarer Bill Sauder keeps a watchful eye on cable-loading operation aboard the Long Lines in photo taken while the ship was still in the States.

### Agriculture Dept. Takes Over Run

## US Ferry KO's Private Line

NEW LONDON—The New London Freight Lines suspended its ferry service between here and Orient Point, Long Island, this week, in the face of what it termed "financially disastrous" competition from the Agriculture Department.

This summer the Agriculture Department began running its own ferry to the Animal Disease Hospital at Plum Island in Long Island Sound, in competition with the private operator which had been servicing the island year-round for the past six years.

The Agriculture Department went ahead with its plan to enter

the transportation business in the face of strong opposition voiced by private vessel operators and pleas from the private concern that loss of the Plum Island route would force it to close down its common carrier operations.

To provide its own ferry service to Plum Island, the Agriculture Department had the Shanau, a 108-foot welded steel vessel, built at a shipyard at Warren, Rhode Island. The Shanau was launched in May and began service in July.

In announcing the suspension of service, the freight line said it may be able to open up again in May, 1964, and operate the Orient Point-New London run during the summer season only. This would require enough summer season business to make the operation worthwhile without the Plum Island stop.

In August the Agriculture Department also went into competition with private enterprise in another field, when it began transmitting market news to commercial subscribers over a nationwide, leased wire teletype network competing with private agencies in the wire service business. Subscribers to the service include many newspapers and radio-television stations.

The American Newspaper Publishers Association, which filed a petition asking the Federal Communications Commission to halt the Agriculture Department Service, likened the Department's service to the "Russian system." It claimed that "an expansion of the concept would result in a government-controlled news service," such as the Tass Agency in the Soviet Union.

The FCC dismissed the ANPA petition, claiming it had no juris-

dition in the matter, and suggested that the publishers address their grievances to the Agriculture Department, against which it was making the complaint in the first place.

## THE INQUIRING SEAFARER

QUESTION: How often is "washday" aboard ship?

Luis Bonafont: I ship in the steward department and have to wash my clothes pretty often because of the heat in the kitchen and food stains. On the average I do my laundry about every three days. On all the ships that I've been on the machines work pretty well and I always manage to get wash done without having to wait too long.



James Corcoran: I usually do my laundry on an average of twice a week, but it's really rough on a day worker to get a machine without a long wait. They should have timers on these machines so that everyone gets a chance to use them. If you're in a foreign port, Japan does just about the best job on laundry. In other places the water is unfiltered and clothes are left with a terrible odor.



James Michael: I ship in the steward department so I have to change clothes every day. I usually take enough clothes to last me, but if it's a long trip, I use the ship's washing machine to do my underwear and whites. Sometimes when the deck and engine departments get through using the washing machine it's pretty dirty inside and



whites don't come out white any more.

Fraser Falt: I usually wash my clothes about twice a week, but they come out so streaked you sometimes wonder whether it's worth washing. On some ships the water tanks are so rusty that clothes come out of the machine with permanent rust stains spread all over them.



Charles Slanina: I sail in the black gang and have to wash clothes almost every second day and even more often in a tropical climate. Most of the washing machines on board ship are all right, but what they need is a timer. Some guys throw their clothes into the machine with junk in their pockets, and keep the machine running all night.



Clarence A. Collins: I try to take a good supply of clothes with me so I don't have to use the washing machine too often. In any case I usually have to wash my clothes about once a week. The ship's washing machines are in good order most of the time. As far as foreign ports are concerned, Japan has the best laundries.



## SIU MEDICAL DEPARTMENT

Joseph B. Logue, MD, Medical Director



### A Clue To Mysterious Drownings

Reports of mysterious drownings in swimming pools have appeared in newspapers from time to time without arousing too much notice. What makes them mysterious is the fact that these are often excellent swimmers, proficient in water, who do not panic, struggle or thrash out wildly. Often the drowning goes entirely unnoticed until a body is found in the pool.

In many of these cases, sudden heart attack was blamed although the victim may have appeared to be in excellent physical condition prior to the drowning. But recently a Navy doctor, Lt. Jerome H. Modell, writing in the "Journal of the American Medical Association," has suggested another explanation.

Dr. Modell blames these unusual drownings on the chlorine content of chemically-treated pool water. He points out that a severe reaction can result from inhaling treated water which does not occur when fresh, pure water is taken into the lungs.

The doctor illustrated his theory by citing the case of a 28-year-old physician who was treated at the Pensacola Naval Hospital, and whose hobby had been long-distance underwater swimming.

On the particular occasion cited, the "victim" was seen to swim about 140 feet entirely underwater. He then surfaced, but only brought his eyes out of the water before going under again to resume the motions of swimming. A short time later, he was observed lying motionless on the bottom of the pool.

Although he was brought out of the water within two minutes, all efforts made to revive him were unsuccessful. He was then taken to the Naval Hospital. He recovered at the hospital, but the treatment given him involved relieving a severe waterlogged condition in his lungs, a condition which is not usually the most serious problem faced in cases of drowning in untreated water.

From his observations, Dr. Modell makes the suggestion that those overcome in chlorinated water should receive a course of treatment different from that given to other drowning victims. Also implicated as a cause of drowning accidents, in which proficient swimmers go under without calling for help or otherwise indicating that they are in trouble, is contaminated fresh water, which might be found in some lakes or rivers.

To eliminate the possibility of drownings due to the body's reaction to inhaling chemically-treated water, some pools are now utilizing ultra-violet-light-purifying-units instead of chlorine to control bacteria. These units also serve the double purpose of eliminating the problem of eye irritation caused by chlorine in pool water.

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

### Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK. Use of this address assures speedy transmission on all messages and faster service for the men involved.