

Co's Push CG 'Fitness' Scheme

Story On Page 2

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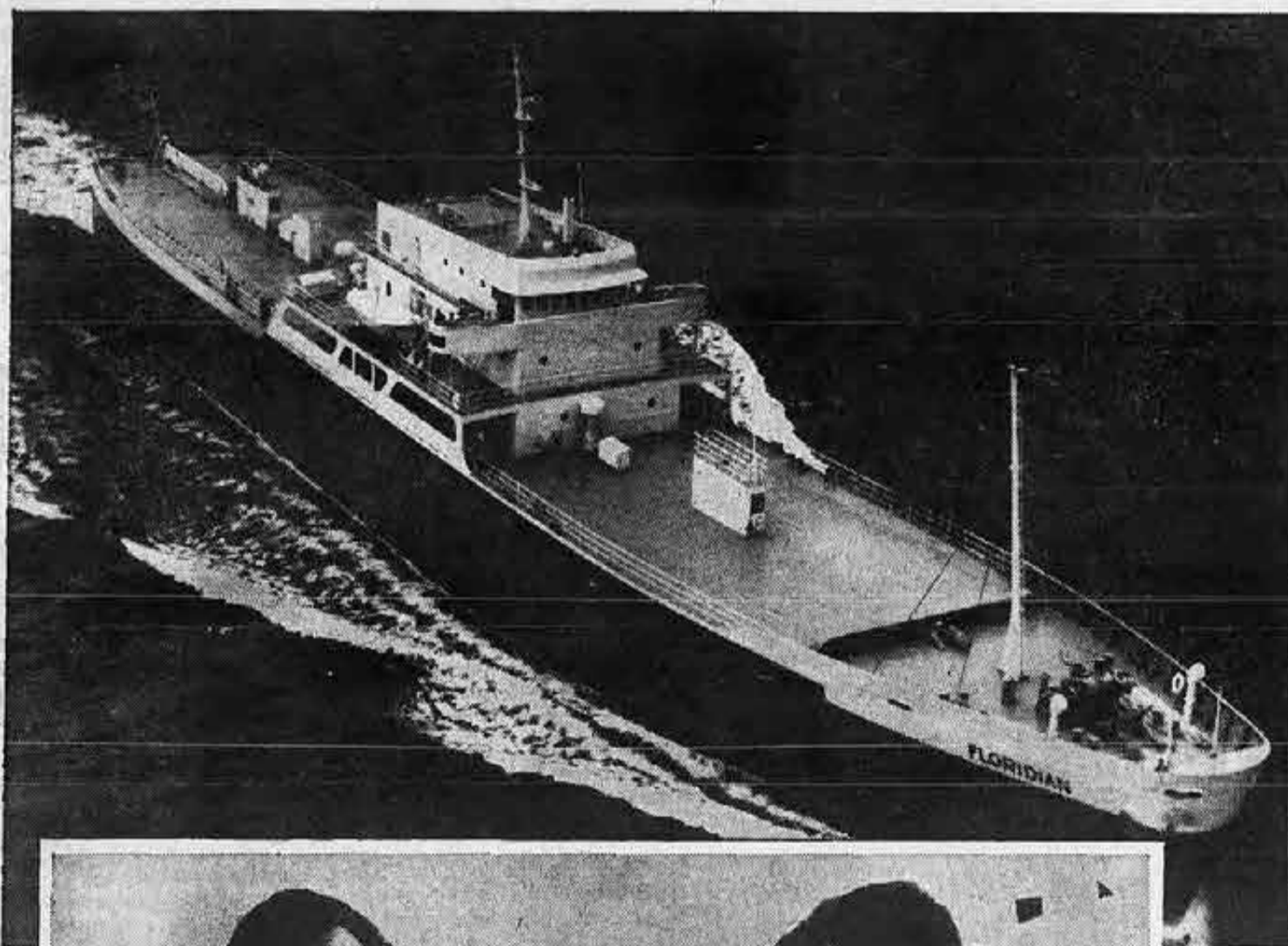
SEAFARERS LOG

April 5,
1963

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

CUBAN JETS FIRE ON SIU FREIGHTER

SIU Crew Safe; US Protests



ATTACK STORY. Trio of Seafarers (below, left) re-enacts events of first Cuban air attack against a US merchant vessel, the SIU-manned Floridian (left), while the ship was returning from her regular run to Puerto Rico last week. According to the Coast Guard, the attack took place in open Caribbean waters about 50 miles north of Cuba at the location marked by "X" on the map. There were no injuries as two Cuban MIGs alternately buzzed and strafed the vessel for 20 minutes.

(Story On Page 3)



On arrival in Miami, March 29, SIU eyewitnesses Ernest Dyer, Ben McLenden and Jack Nelson replay shooting incident. McLenden was at the wheel and Nelson remained on deck during the attack taking pictures.



Co's Push CG 'Fitness' Plan

NEW YORK—A determined push by US ship operators to curb seamen's rights and union activities by means of special legislation is taking shape here and in Washington. In the wake of maritime union opposition to the bill for compulsory arbitration in shipping disputes, as a possible forerunner of similar legislation covering all trade unions, shipping lines are also rallying behind the proposed "Merchant Seaman's Health Safety Act."

Both were introduced in the House by Rep. Herbert C. Bonner (D.-NC), chairman of the Merchant Marine and Fisheries Committee. (See separate story, right.)

The safety proposal is the latest attempt to give the Coast Guard control over the livelihood of all merchant seamen. It amounts to a warmed-over version of a "profiling" program which the Coast Guard sought to impose on its own as far back as 1954, in an effort to set up Government standards of "fitness" which a seaman would require in order to work.

Under the legislation sought by Rep. Bonner, the establishment of "physical qualifications for all positions on vessels of the United States" would be authorized, with the CG carrying out the program.

Fines would be applied for violations by seamen or shipping companies.

Significantly, the "statistics" widely quoted to make a case for the "fitness" program are those of the Marine Index Bureau, an agency named in a 1950 report of the Senate Subcommittee on Labor-Management Relations for engaging in labor spying against the SIU during the Union's successful Cities Service organizing campaign.

Figures Challenged

Marine Index "safety" figures have been challenged and exposed a number of times in the SEAFARERS LOG and other union publications.

During the course of an in-person interview by a LOG staff writer with Bruno J. Augenti, president, in 1958 and on several later occasions, he conceded that the Bureau does not have — and does not provide — accurate nor

properly-weighted figures on accidents and illnesses in the maritime industry.

A tipoff on the attempt by ship operators to prod some action on the Bonner "fitness" bill, on which no hearings have yet been announced, came this week.

With the end of the New York newspaper tie-up and the resumption of publication by eight of the major metropolitan dailies on Monday, April 1, the biggest "shipping news" item carried in the "New York Times" that day concerned the alleged "ills of seamen"—with reference to 1962 Marine Index figures and to a news event reported in other papers on March 22.

Marine Index collects reports

sent in by the shipping companies, tabulates the number of reports, posts them on cards for individual seamen and then services subscribers seeking information on almost any seaman in the industry.

Generally, news accounts about the Bureau's 1962 figures lead to the conclusion that almost 80 percent of all US seamen are having accidents or are sick aboard ship at some time during the year. The MIB figure was actually 88.9 percent, and indicates that the ships are either unmanned or jobs are untended most of the time.

What the figure represents is something else again. The Bureau's "numbers game" deals with "reports" of accidents and illness, fre-

(Continued on Page 15)

Attack On No-Strike Bill Gains

WASHINGTON — Organized labor's attack on a bill which would lead to compulsory arbitration of all maritime disputes mounted here, as the House Merchant Marine Committee continued hearings this week.

Officials of the International Longshoremen's Association testified that the no-strike bill would destroy real collective bargaining by limiting chances of compromise during negotiations. Both Capt. William V. Bradley, ILA president, and Thomas W. Gleason, vice-president, appeared in opposition.

Meanwhile, SIUNA President Paul Hall addressed the Tulane University Institute on Foreign Transportation in New Orleans March 22, where he reiterated the position of the international and the Maritime Trades Department, which he presented at House hearings on March 14 and 19.

Escape Responsibility

Hall said that subsidized US operators backed the arbitration proposal to escape responsibility for cost increases passed on to the Government. The annual Tulane University forum, which heard a number of speakers, wound up its five-day gathering with a visit to the SIU hall.

ILA opposition to the bill here focussed on the "lack of good faith" bargaining by shipping concerns as the cause of the longshore strike last winter. Gleason charged that foreign ship lines dominated the New York Shipping Association and were not interested in an early settlement. He pointed out that American lines do not participate in foreign longshore talks.

The Railway Labor Executives Association, composed of 24 unions including the SIU, also adopted a strong position last week against the legislation. The RLEA warned that bill would be the "entering wedge to shackle the liberties of all American workers through compulsory arbitration."

SIUNA Convention Set In Washington

Nominations Begin For Delegate Vote

NEW YORK—Nominations for the post of delegate to next month's special and 11th biennial conventions of the Seafarers International Union of North America will open Monday, April 8, in advance of secret balloting scheduled to take place in all ports on Tuesday, April 30.

The convention is to be held in Washington, DC, beginning Monday, May 6, at the International Inn.

The series of procedures concerning the nomination and election of convention delegates will be presented and acted upon by the membership at regular and special membership meetings this month in accord with the SIU constitution.

A total of 15 delegates has been allotted to the SIU Atlantic, Gulf, Lakes and Inland Waters District by the SIUNA on the basis of per capita payments to the international.

Individual notices and a copy of the recommended procedures have been mailed to all SIU members March 31 at their last-known home address. Similar notices and procedures concerning convention delegates were mailed to members of all regions and affiliates of the SIU at the same time.

Under the procedures, nominations will close April 17. The procedures for nominations and the

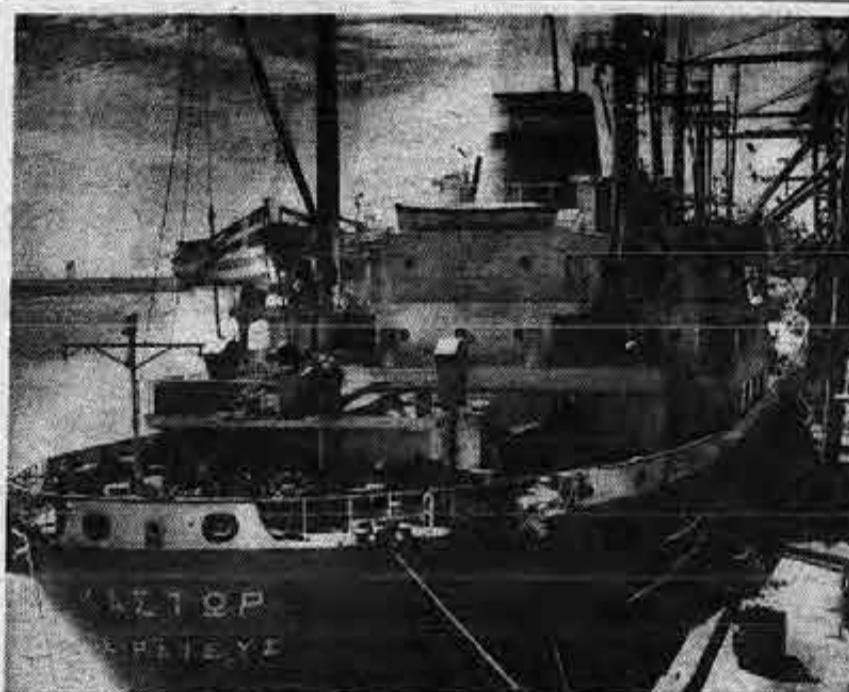
The full text of the procedures on "Nominations For Convention Delegates" appears on Page 5.

eligibility requirements follow those for other SIU elective office, with any Seafarer able to nominate himself.

Rank-and-file committees will be elected to check the eligibility of nominees, and to conduct the secret balloting and tallying of all voting.

Although the 1961 SIUNA convention at San Juan, Puerto Rico, selected New Orleans as the site of this year's convention, members of the international executive board recently recommended changing the site to Washington, so that delegates would have a first-hand opportunity to hear reports and act on the volume of important maritime and labor legislation coming up in Congress.

Accordingly, a special convention of the international will begin at 10 AM, May 6, to deal with the change in the convention site. The regular convention will convene at 11 AM.



Greek-flag freighter Castor, pictured before she sailed from New Orleans two weeks ago, was one of the foreign-flag vessels linked to the Kulukundis-Bull Line interests in the US which were picketed by the SIU. Union's picketing against foreign ships was upheld by Louisiana and Washington state courts, but lines were later removed to spur moves for reorganization of Bull Line shipping operation.

Eye Court Rule On Bull Line

NORFOLK—A Federal Court hearing here Monday, April 8, to decide the distribution of money from the sale of two ships in the Bull Line-Kulukundis fleet, may hold the key to the eventual reorganization of the American-flag shipping operation under a trusteeship arrangement.

Federal Judge Roszel C. Thomsen will act Monday on a move to hold off approval of the sale of the Westhampton last week in Baltimore for over \$2.5 million.

Two Bull Line-Kulukundis ships have been sold. In addition to the Westhampton, the Kathryn brought \$350,000 at a marshal's sale here in Norfolk. Both ships were bought

by SIU-contracted companies.

The fate of the Kulukundis operation seems to hinge basically on whether the proposed trustee arrangement includes the bulk carrier Westhampton, which could produce an estimated \$500,000 cash flow a year to the reorganized trustee group. The trustee organization would act for the creditors,

including the SIU and other ship-board unions with a direct interest in monies owed to members' welfare, pension and vacation funds, as well as Seafarers with liens against Bull Line-Kulukundis ships.

Meanwhile, the last of the SIU crewmen stranded overseas when the Kulukundis operation's difficulties started are due to arrive in San Francisco on April 17, when the remainder of the Mount Rainier crew is expected to arrive from Yokohama, Japan. All other crews are back in the States and were advanced money from an escrow fund secured by the SIU some time ago to cover wages and allotments owed to SIU crews and families.

In an effort to aid the reorganization of the Bull Line-Kulukundis operation, the SIU removed picket-lines March 20 on foreign-flag vessels linked to the Kulukundis American shipping operation, which had been docked at US ports. The SIU's right to picket the foreign ships had previously been upheld by court decisions involving the Pleiades in Seattle, and the Castor, which had been tied up by Seafarers' picketlines in New Orleans.

West Coast SIU Meeting Change

Due to a necessary change in scheduling of the monthly informational meetings for SIU West Coast ports during April, Seafarers are urged to recheck the dates carried in the SIU Meeting Schedule listed on page 15 of this issue. The dates have been advanced one week for all meetings on the West Coast, as follows:

Wilmington, April 15

San Francisco, April 17

Seattle, April 19

All meetings begin at 2 PM local time.



Site of the 11th Biennial convention of the SIUNA will be the new International Inn in Washington, DC. The convention will be held in the nation's capital beginning May 6.



Seafarer Robert Morgan, electrician off the Robin Kirk (Robin), has blood pressure checked at the Brooklyn SIU clinic, while John McDonald, OS, ex-Mayflower (Mayflower), adds a pint to SIU Blood Bank. Morgan praised the SIU medical centers as a "great help to seamen by keeping check on their health. McDonald was making his first blood donation, "but not my last," he said. "I may need it myself sometime."

SIU Clinic Program Marks 6th Birthday

NEW YORK—Completing its sixth year of operation this month, the SIU's Pete Larsen Memorial Clinic in Brooklyn is going stronger than ever in providing for the health of Seafarers and their families.

The SIU's medical center here was the first to be opened by a US seamen's union, and was applauded as a milestone in the maritime industry at the time of its dedication in April, 1957. Since then, the SIU network of medical centers had been expanded to cover six mainland ports where Seafarers and SIU families can receive complete diagnostic examinations. A separate clinic is also maintained in Puerto Rico.

28,000 Examined in NY

The New York center has examined almost 28,000 Seafarers and dependents in its six years of operation. The total includes about 3,400 wives and dependent children, in addition to some 24,500 examinations for Seafarers.

A second SIU clinic was begun in New Orleans eight months after the clinic opened here, and later centers were started in Mobile, Houston, Baltimore, San Juan and Philadelphia. The Philadelphia clinic shares the facilities of the International Ladies Garment Workers Union.

Completely-Equipped

All of the clinics offer complete diagnostic services in fully-equipped centers. They have serviced over 60,000 SIU men and their families to date.

The chief function of the clinics is to provide health protection for

Seafarers and their families by detecting incipient illness or disease in the early stages of development, while they may still respond to treatment.

Though at first limited to Seafarers, the service was expanded within a year to include wives and dependent children. Later, services were further expanded to include dependent parents of Seafarers as well.

Cuban MIGs Attack SIU Ship Floridian; Crewmembers Safe

MIAMI—The SIU-manned Floridian (South Atlantic & Caribbean) became the first US merchant ship fired on by Cuban jets last Thursday, March 28, when she was attacked about 50 miles north of Cuba. The 2,200-ton Floridian was strafed by two Russian-built MIG aircraft while returning from Puerto Rico on her weekly run.

Circling the ship for 20 minutes, the jets alternately buzzed and fired machine gun bursts across the Floridian's bow and stern. None of the shots hit the ship, and no one was injured.

The attack came in the same waters between Cuba and Florida where, on February 20, Cuban-based MIGs fired rockets at the American shrimp boat Ala.

Stayed On Deck

Seafarer Jack Nelson, AB, stayed on the Floridian's deck with his camera all through last week's attack, taking pictures of the action. His films, along with others taken during the incident, were turned over to US Intelligence authorities when the ship docked here.

They were rushed to the Pentagon in Washington to aid in identifying the aircraft involved.

The attack began at 5:30 PM on the 28th. The Cuban jets approached out of the sun and circled the Floridian at different altitudes for about 20 minutes. Both planes made three firing passes using machine cannon. On the third pass, one of them put about 30 shots across the ship's bow.

Nelson, who was on deck taking

Seafarer Cameras Vs. Cuban Guns

Armed with cameras only, the Floridian crew actually "outgunned" the Cuban MIG jets that attacked and nar-



Nelson



Berger

rowly missed the ship. Seafarer Jack Nelson, AB, and others stood their ground against the Cuban guns to get proof that the unidentifiable blips picked up on American radar were Cuban planes firing at an unarmed American ship—proof that was grabbed up by US Intelligence services. In interviews later, SIU crewmember Sidney Z. Berger echoed the question of many: If US jets are faster than MIGs, why did it take them almost an hour to get there?

pictures, said later: "I could see the wink of the guns and the sound got to me." The Cubans made seven passes in all before

flying off—long before American planes arrived on the scene.

When the ship arrived here on Friday, March 29, Seafarer Sidney Z. Berger, the Floridian's cook, noted the long delay before several US Navy jets arrived after the ship had radioed her exact position. US jets arrived 55 minutes after the attack began, and by that time the Cuban planes were long gone.

Makes Weekly Runs

"We were all angry," Berger said. "It took so long for an American plane to come out here after the SOS went out."

The Floridian, a converted war-built LST, makes regular weekly runs between Miami, Savannah and Puerto Rico with her sister ship, the New Yorker. The New Yorker made the news twice last year for picking up Cuban refugees fleeing the island in small boats.

A note sent to Washington by Cuba, referring to the Floridian incident, said the MIGs had "probably fired in error" and that the Cuban government had no intention of firing at the American ship. They said their forces were only looking for a suspect boat.

Since both the Floridian and the New Yorker have both been on the same run in the Caribbean for almost a year, and must have been familiar to Cuban air and sea craft in the area, the excuse fell short of explaining the shooting incident.

When the attack began, the Floridian, which was carrying a cargo of pineapples, sugar and rum, increased speed from about 14 to 17 knots but remained on course. She took no action other than putting out a radio call for help. At the time, no one knew if the Cuban planes were actually trying to hit her or not.

See Chance To Curb MSTs Via Anti-Gov't Business Bill

WASHINGTON—A bill that might provide the lever to get the Federal Government out of the shipping business was introduced in the Senate last month by Sen. Wallace F. Bennett (R-Utah) with the title of the "Anti-Government Competition Act." It was referred to the Committee on Government Operations for consideration.

The measure went into the Senate hopper on March 14 and is designed to prevent the Government from engaging in all types of activities that compete with private business. It was sponsored by Sen. Bennett and eight others on a bi-partisan basis.

Business activities of the Government where its operations are in direct competition with private concerns would include the shipping operations of the Military Sea Transportation Service, a temporary postwar agency which has long since achieved permanency.

Both maritime unions and private ship operators have consistently pointed out that many of the activities carried out by MSTs could readily be handled by available private shipping without affecting military needs.

In introducing the measure, Sen. Bennett specifically cited Government shipyards as an example of Federal competition. He said Government shipyards serviced 10,000 vessels during World War II and still remain in full operation although they service only a few hundred ships today.

"Thus," he pointed out, "the Navy continues to build ships in

Government yards, though by expert testimony they could be built for 15 to 25 percent less in private yards — at a savings of millions of dollars."

The purpose of the "Anti-Government Competition Act" is to terminate, "to the maximum extent compatible with national security and the public interest," all

business-type activities engaged in by the Federal Government which are detrimental to private business.

Under the provisions of the bill, the Bureau of the Budget would review any proposed business set up by a Government department and have to report to the President with its recommendations within a 90-day period.

Treasury Official Backs US Fleet

CITES AMERICAN SHIP \$ ROLE

PHILADELPHIA—Putting new light on the importance of American-flag shipping, Assistant Treasury Secretary James A. Reed has cited the American US-flag merchant fleet for its "most significant contribution to our international balance of payments."

In an address to the Philadelphia Maritime Association on March 21, Reed said that the estimated net dollar exchange savings through transport of US exports on US-flag vessels amounted to \$758 million in 1961, \$517 million of which was earned in hauling purely commercial cargoes. The Treasury official pointed out that "it does not cost one cent more" when overseas shippers use American-flag vessels that operate in

regular liner service.

Reed said the Act was written "for the benefit of American business" to provide a means for moving their cargoes at reasonable rates. "So it was for trade and commerce that the 1936 Act was passed. The ships themselves, what they provide in their operation, are the servants of that trade," he noted.

The SIU has consistently maintained that the Merchant Marine Act of 1936 does not meet today's shipping needs.

SIU Bulkship Makes Port Under Tow

FALMOUTH, England—The SIU-manned bulk cargo Globe Progress (Ocean Cargo) reached here last week under tow of a Dutch deep-sea tug after she ran into rudder trouble about 200 miles off the Irish mainland.

The American flag-freighter suffered no damages but was being outfitted with a new rudder as part of her necessary repairs.

Unloaded Cargo

Enroute to Philadelphia after unloading a cargo of coal at Rotterdam, she was first reported to be disabled and adrift in choppy seas on March 26. Word of her distress was picked up by a Dutch coastal station at IJmuiden, which sped news of the 13,036-ton vessel's difficulties to other craft in the area.

The Dutch tug, Utrecht, found the Progress and guided her into this port for repairs. There were no injuries reported involving the SIU crewmembers aboard.

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SIU Hall Hosts Banquet

Seafarers Help Fete St. Patrick

NEW ORLEANS—Seafarers had a hand in a festive St. Patrick's Day celebration here on March 17, when the SIU hall served as the site for the annual holiday banquet of the Irish Channel.

After a parade in which Irishmen, bona fide and otherwise, honored the birthday of Ireland's patron saint, the annual banquet of the Channel group was held for the first time at the SIU building, with SIU Vice-President Lindsey J. Williams as master of ceremonies.

Gala Parade

The parade route began at Felicity and Magazine, proceeded on Magazine to Louisiana to Annunciation to Jackson and on to Chippewa, where the festive board was laid out inside the hall at 630 Jackson. Everything but the hall itself was colored green for the occasion, although some ornamental shrubbery helped maintain the appropriate holiday tint.

According to assessor Richard F. Burke, celebration committee-man for the Channel group, the occasion marked the first time that tickets for the banquet were sold out three days in advance.

The banquet chefs did themselves proud in featuring a menu of corned beef and cabbage plus green-tinted bread and ice cream. The beer was reported to be green also, although this may have been mostly through the eyes of the imbibers. The celebration at the Union hall was one of many here and around the country for the festive day.

Early Birds At Philadelphia Hall



Early arrivals at the SIU hall in Philadelphia on recent AM when LOG photographer was in port were Seafarers Joe Haggerty, wiper (top, left), and Erick Valdson, oiler (bottom). Haggerty was checking ships in port with Charles Stansbury, dispatcher. Valdson is shown looking over rack displaying SIU newspapers.

Hearing Today On Latest Company Staff

NLRB Orders Vote In Detroit Cab Fleet

DETROIT—A decision will be made today in Federal Court here on a move by the Checker Cab Company to defeat a National Labor Relations Board order calling for an election among 1,600 Checker Cab drivers.

The NLRB ordered the election in upholding the petition of SIU Local 10, Transportation Services & Allied Workers.

Issued on March 16, the order called for an election to be held within 30 days. Checker then obtained a show-cause order, which was returnable in Federal Court last Monday, April 1. The original

hearing was postponed until today to allow an NLRB attorney from Washington to represent the Board at the hearing.

If the company's show-cause order is set aside by the court today, the NLRB will then set a pre-election meeting and proceed from there on a vote expected to take place within the next two weeks.

In ordering the election, the Board held that the 281 owners who make up the Checker Cab Company are actually one unit. Action on the SIU petition for an election, which was first filed last May, had been delayed while the Board deliberated on the issue.

The decision issued by the labor board held closely to the unit and eligibility provisions sought by the Union. Eligible to vote under the ruling are all regular drivers, all leasing drivers and all part-time drivers who worked at least two days per week in 8 of the 10 weeks preceding the order.

In making its decision for the election the Board held that "it is clear that Checker exercises substantial control over each member's drivers," and that "the members (owners) of Checker have surrendered to Checker a considerable measure of control over the employment conditions of the drivers employed by each member."

An important factor in the Board's final ruling that the 281 owners actually constitute one unit was the fact that the company issues a book of rules and may expel any owner for cause.

Detailed CG Rules On A-Cargo Urged

WASHINGTON—Proposed Coast Guard rules adapted from similar Interstate Commerce Commission requirements covering handling of radioactive materials have been termed inadequate by Seafarers Safety Director Joe Algina, who testified here at a public hearing of the CG Merchant Marine Council on March 25.

Urging more specific rules that would require ship operators to inform crewmembers of the nature of the cargo, where it is located aboard and its potential hazards, Algina stated that this should be "the minimum required to protect the crew from inadvertent contact with such cargoes."

He noted previous correspondence to the Commandant of the Coast Guard as far back as 1960, calling for detailed rules to deal with the possibility of contamination from radioactive substances and materials carried as cargo aboard ship. Algina also suggested special training of unlicensed crewmembers as well as licensed personnel, the provision of necessary detection equipment by shippers to carriers hauling radioactive materials and recognition that the same rules and procedures adequate for land transportation in the event of breakage or leakage from cargo containers is not enough.

"The ship at sea or in a foreign port must be considered isolated and totally dependent on its own resources and supplies for protecting its personnel," he added. Subsequently, it was reported that the Coast Guard was holding off further action on the rules pending further consultation with the ICC.

Nominations Procedure For Convention Delegates

The following is the text of the procedure on "Nominations For Convention Delegates" which was mailed to Seafarers' homes from headquarters on March 31:

In accordance with Article XIV, Section 3 of the Union constitution, the President is required to, and hereby does, advise all Port Agents that advice has been received as to the date of, and the number of duly authorized delegates permitted to participate in the Special and 11th Biennial Conventions of the International. These conventions are to be held commencing 10:00 AM and 11:00 AM respectively on Monday, May 6, 1963 at the International Inn, 14th and M Streets, NW, Washington, DC.

The President, also in accordance with Article XIV, Section 3 of the constitution is required to make recommendations as to generally applicable rules for the election of delegates. In compliance with the constitution and procedures of the Union, the recommendations are as follows:

(1) It is recommended that we send the fifteen (15) delegates to which we are entitled, plus whatever staff is deemed advisable by our delegates to help them carry out our business.

(2) At the regular membership meetings in ports during the month of April commencing in New York on April 8, and ending in Mobile on April 17, 1963, the membership shall act upon these recommendations and at the same meetings nominations for delegates shall be declared open.

(3) Any full bookmember may nominate himself as a candidate for convention delegate.

(4) All those members who are nominated and wish to accept such nomination, or who wish to nominate themselves, shall send notification of their acceptance by wire or registered letter, containing their present address and book number, to Al Kerr, Secretary-Treasurer, Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, 675 Fourth Avenue, Brooklyn 32, New York, which telegram or registered

letter must be received in headquarters before 5:00 PM, Wednesday, April 17, 1963.

(5) The qualifications for convention delegate shall be as set forth in Article XII, Section 2 of the constitution.

(6) A special meeting shall be held in New York Port and headquarters on Wednesday, April 17, 1963 at 11:00 AM to elect a six (6) man committee to pass upon the eligibility of the convention delegate nominees; said committee to consist of two (2) men from each department. If this committee finds any nominee not qualified, it will notify the nominee by telegram, to his last known address, no later than Friday, April 19, 1963. Any nominee found not so qualified, shall have the right to appeal to this committee by telegram sent to the committee care of headquarters to be received no later than 12:00 Noon, Monday, April 22, 1963. The committee shall immediately pass upon any and all appeals.

(7) A special meeting shall be held in New York Port and headquarters on Monday, April 22, 1963 at 3:00 PM to pass upon the report of the six (6) man committee both as to its findings on qualifications and actions on appeals. This special meeting may modify, change or affirm any and all actions of the committee.

(8) (A) The Secretary-Treasurer shall prepare the necessary ballots and secret voting shall take place in all ports on Tuesday, April 30, 1963, between the hours of 9:00 AM and 5:00 PM. All Port Agents shall provide proper voting booths to insure a secret ballot.

(B) A Polls and Tally Committee shall be elected at each port between the hours of 8:00 AM and 9:00 AM, at duly held special meetings called for that purpose. This committee shall conduct the election in each port.

(C) The Polls and Tally Committee in each port shall, at the end of the day's voting, tally, make a report and certify the same by wire to the Polls and Tally Committee at headquarters. The Polls and Tally Committee in each port, at the conclusion of their tally, shall also mail their tally together with all ballots, used and un-

used, stubs and all other election materials to the Secretary-Treasurer at headquarters via certified mail. In addition to the above, the Polls and Tally Committee at headquarters shall compile the reports and certifications received from the Polls and Tally Committees at other ports and make a combined report as to the results of the election. Upon completion of all of the foregoing, each respective Polls and Tally Committee shall be discharged.

(9) Members of the six-man committee elected to pass upon the qualifications of nominees and/or the Polls and Tally Committees while acting as such, shall be paid at the prevailing standby rate of pay of \$2.33 per hour, in addition to being given their meals while in action.

(10) A special meeting shall be held at each port on Thursday, May 2, 1963 at 11:00 AM to act upon the report of the Polls and Tally Committee. The action taken by the membership at this meeting shall be teletyped to headquarters immediately after the meeting has adjourned.

(11) The Polls and Tally Committee report, giving the results of the election, shall be posted at each port.

(12) Each Port Agent is charged, to the extent of his authority, with taking all steps necessary to insure enforcement of the constitution and the carrying out of these instructions.

(13) Any member wishing to offer suggestions for the guidance of the delegates who may be elected, should send such suggestions to the office of Al Kerr, Secretary-Treasurer, at headquarters, to be received no later than May 2, 1963.



Separate letters and notices covering similar instructions and procedures for the election of convention delegates by members of SIU affiliates and divisions were mailed to the home of each member from headquarters on March 31.

PR Man Cites Job-Cutting Scheme

'RR Ad Drive Paid Off'

WASHINGTON — The multi-million-dollar advertising campaign to create an atmosphere in which thousands of railroad workers' jobs could be destroyed on the puffed-up issue of "featherbedding" was a big gamble that paid off, from the standpoint of the railroad industry.

Donald T. Martin, assistant vice-president and public relations director of the Atlantic Coast Line, in a speech at the University of Florida, boasted that the rigged issue had been firmly planted in the public mind by the costly promotion campaign begun by the railroads in 1959.

Meanwhile, a top Federal mediator's efforts to help settle the Florida East Coast Railway strike through exploratory meetings with company officials lasted just 20 minutes last week.

Then, Francis A. O'Neill, Jr., a member of the National Mediation Board assigned by President Kennedy to the ten-week strike, discovered that the traditionally private and informal session was being transcribed on a tape recorder.

O'Neill indignantly told the railroad executives that he considered their unannounced recording of the meeting "an insult to the US Government." He broke off the session when the company officials refused to turn the recorder off and insisted on the right to transcribe all talks with Government mediators.

He later confirmed to newsmen that the railroad's refusal to follow the normal procedures of media-

tion had forced the Government to suspend its efforts.

O'Neill, who went to Florida after successfully assisting in the settlement of the Railway Clerks' job security negotiations with the

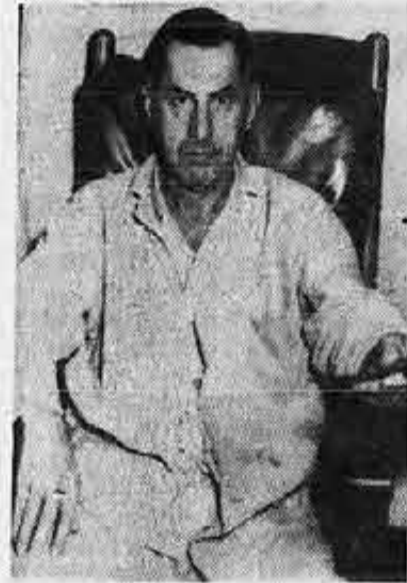
Southern Pacific Railroad, was assigned to the FEC strike after the Florida Congressional delegation urged the President to send a personal representative to the scene.

The non-operating unions' strike remains solid, however, with operating crafts respecting the picketlines. The only trains running are staffed by management officials. The "non-op" unions struck January 23 after the road continued to refuse to give employees the 10.28 cents an hour pay increase granted last year by every other Class I railroad.

In his pitch on the railroad ad campaign, Martin said that "most Americans had never heard the word 'featherbedding'. Advertising was the main medium selected in getting the idea across," and it was carried thereafter in news stories by newspapers, radio and TV.

He was also quoted as stating that the recent Supreme Court decision allowing the railroads to go ahead with their job-cutting plans was "a tribute to advertising and public relations" activities of the railroads. In other words, the big "brainwash" campaign paid off in a big way.

3 Seafarers Retiring On SIU Pension



Temporarily laid up at the Staten Island UPHS hospital, Seafarer Walter Grohulski is among the newest SIU pensioners to qualify for \$150 monthly benefits.

Three more veteran Seafarers, just declared eligible for monthly pension benefits of \$150, are the newest SIU oldtimers to join the ranks of Union members enjoying new leisure during their retirement from active service.

The new trio of pensioners includes: Euseble Gherman, 52; Wladislaw Grohulski, 50, and John A. Reed, 49, and hikes the total number of those retired on pension this year to 21.

Completing a career at sea spanning more than 32 years, Gherman last shipped aboard the Emilia



Gherman



Reed

(Bull), sailing in the deck department. He joined the SIU at New York in 1944 and now makes his home in Baltimore, with his wife, Elfriede.

Born in Bayonne, NJ, Grohulski signed on with the SIU in 1943 and had sailed in the engine department. Ending over 20 years of seafaring by paying off the Pennmar (Calmar) in July, 1962, he and his wife reside in Jersey City, NJ.

Reed joined the SIU in 1939 and shipped as a deckhand. He completed over 30 years at sea last December when he paid off the Del Mar (Delta). He's a resident of Mobile.

SIU SAFETY DEPARTMENT



Joe Algina, Safety Director

Rope Care For Safety Protection

Seafarers who sail in the deck department have more occasion to use different types of ropes and line during an average working day than workers in almost any other industry. But it is still important for men in every department to have a working knowledge of the various types of rope they may come in contact with and the care that is required for safe and dependable use.

Two types of line are presently being used on merchant ships—natural fiber—either manila or sisal—and synthetic fibers of which there are many types including nylon, dacron and polyethylene.

Manila is the best natural fiber, especially for large diameter ropes such as mooring lines. It has the highest strength of the natural fibers and, although firm, it is pliant enough for easy handling. When drawn through the hand, high-grade manila rope has a smooth feel that aids handling.

Sisal is used chiefly for small diameter lines. Sisal has only 65 to 80 percent of the strength of manila and is usually stiff. It has a tendency to splinter with use.

Nylon is perhaps the most popular synthetic fiber used aboard ship. It has about one and a half times the strength of manila and about four times the elasticity. It is highly-resistant to mildew, rotting and attack by marine borers, has higher abrasion resistance than natural fiber, and loses very little of its strength when wet or frozen. Nylon rope does not swell when wet and usually will run

through blocks easily. In addition, nylon is resistant to many chemicals which would damage natural fibers.

Splices are easy to make and will hold under nearly the full test load of unspliced rope. (Remember, in splicing, to make several more tucks than you would with natural fiber because nylon develops much less friction to help the splice.)

Dacron rope has about 90 percent the strength of nylon but has much less stretch. It resists rot, mildew and sea water, retains full strength when wet and resists exposure to sunlight very well. It also has good resistance to alkalis, acids and abrasion.

Polyethylene rope has up to 75 percent more strength than manila, is unaffected by rot, mildew and fungus and is highly resistant to most acids and alkalis. Polyethylene rope has another property of interest to seamen: It usually floats in water.

Water is the chief enemy of natural fiber, which will start to deteriorate if not properly dried after wetting. Manila has to be stored in a dry place, where it will not be exposed to high temperature and where air can circulate freely, but it also should not be kept in storage for long periods without being used.

All ropes have to be examined periodically for wear, abrasion, cut or broken fibers, displacement of yarns or strands, discoloration or signs of rotting. As rope ages, its working load should be gradually reduced. When it has lost its pliability or stretch, or when the fibers have lost their luster and are dry and brittle, rope should be immediately replaced. New rope should be examined carefully before it's used for the first time.

Rope care demands that fiber rope never be exposed to high temperatures, acid splashes or fumes. Avoid sharp bends. Where a rope passes over a sharp edge, it should be protected with pads. Kinking is highly destructive and should be avoided because it could cause failure under strain. Rope will be permanently damaged if, loaded beyond 75 percent of its breaking strength. This damage appears as broken inside threads and will show up during inspections.

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

DIGEST OF SIU MEMBERSHIP MEETINGS

NEW YORK, March 4—Chairman, Earl Shepard; Secretary, Robert Matthews; Reading Clerk, Bill Hall. All previous port meeting minutes accepted. Port Agent reported on shipping and upgrading programs. Report accepted. Chairman read report of the President, in Miami for MTD and AFL-CIO meetings. Report on Bonner bill for seamen's physical exams, Bull Line situation, new ships under contract, Canadian beef and death of Anthony Anastasio accepted, carried. Secretary-Treasurer noted need to elect quarterly financial committee, progress on Norfolk building, renovations at headquarters and Bull Line. Report carried. Welfare services report presented. Meeting excuses referred to Port Agent. Auditor's reports accepted. John Mueleck elected under new business as member of quarterly financial committee. Total present: 420.

PHILADELPHIA, March 5—Chairman, Frank Drozak; Secretary, Charles Stansbury; Reading Clerk, Steve Zubovich. Previous port meeting minutes accepted. Port Agent's report on shipping, blood bank, building repairs, boycott of Hot-point products and strike at radio station WIBC accepted. President's and Secretary-Treasurer's February reports accepted. Auditor's reports accepted. Under new business, Steve Bergeria elected to quarterly financial committee. Motion to open Miami as shipping port did not receive second and was not voted. Seniority shipping discussed in good and welfare. Total present: 86.

BALTIMORE, March 6—Chairman, Rex Dickey; Secretary, George Rose; Reading Clerk, Tony Kastina. Port Agent reported on Bull Line, shipping, quarterly financial committee and blood bank. Report accepted. President's and Secretary-Treasurer's reports for February accepted. Meeting excuses referred to dispatcher. Auditor's reports accepted. George Litchfield elected to quarterly financial committee under new business. Suggestion in good and welfare for members not to crowd dispatch counter until jobs in their department are called. Total present: 220.

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.

SIU SOCIAL SECURITY BULLETIN BOARD

SIU Welfare, Vacation Plans

Cash Benefits Paid—February, 1963

	CLAIMS	AMOUNT PAID
Hospital Benefits	6,871	\$55,631.65
Death Benefits	25	71,514.51
Pension-Disability Benefits	381	57,150.00
Maternity Benefits	38	7,641.50
Dependent Benefits	417	44,658.71
Optical Benefits	367	4,609.47
Out-Patient Benefits	3,455	43,848.50
Vacation Benefits	1,041	297,960.13
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD	12,595	\$583,014.47

SIU Clinic Exams—All Ports

February, 1963

Port	Seamen	Wives	Children	TOTAL
Baltimore	113	29	10	152
Houston	141	8	6	155
Mobile	42	5	3	50
New Orleans	251	10	7	268
New York	343	41	36	420
Philadelphia	26	56	27	109
TOTAL	916	149	89	1,154

SIU Blood Bank Inventory

February, 1963

Port	Previous Balance	Pints Credited	Pints Used	TOTAL ON HAND
Boston	7	0	2	5
New York	60½	17	13	64½
Philadelphia	49	8	0	57
Baltimore	62	0	3	59
Norfolk	15	0	0	15
Jacksonville	34	0	4	30
Tampa	6	—	—	6
Mobile	13	0	0	13
New Orleans	46	7	6	47
Houston	4	0	0	4
Wilmington	8	0	2	6
San Francisco	5	0	0	5
Seattle	16	0	0	16
TOTALS	325½	32	30	327½

PHOTOS
STORIES
POETRY
ETC.



*Send 'em to the Log

The INQUIRING SEAFARER

QUESTION: What's the first item you turn to when you pick up a new copy of the LOG?

Alf J. Karr: I can't say that any one thing attracts me more than anything else. I just start at the beginning and work through. Everything in the LOG interests me because it's all about the industry I make my living in. I like to know what the Union is doing to improve working and living conditions.



John J. Byrne: I always read through the whole lot but especially like to keep up with the shipping figures. I also like to keep track of what my shipmates are doing—who is in the hospital or passed away and things like that. It's important for a union man to know what's going on.



Carmelo Bonefont: I enjoy most the opinions expressed in the "Inquiring Seafarer" column. The variety of questions and opinions are very interesting and sometimes very funny, about foreign ports, women, ships and things. The hospital section is also good for keeping up with shipmates in drydock.



Sam P. Drury: Right now the Bull Line situation is what interests me most. But I always read all through the LOG to keep up with union activities, organizing, the COPE column and what's going on in Washington. Letters from brothers aboard ships are also very interesting to read.



Fred Dorney: It may sound funny but the first thing I always turn to is the obituary page to see who has passed away. The LOG is one of the few ways to keep up with a shipmate's doings when you are sailing different vessels. I also like to keep up with new laws passed in the industry that may affect me.



George Gibbons: I usually start at the front with the headlines and work right thru to the last page. But I especially like the shipping news to see how the shipping is going and what the job opportunities are in different ports. In general, though, I enjoy everything in the paper.



Notify Union On LOG Mail

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

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

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

Scholarship Awards Set Next Month

NEW YORK—Nearly two dozen active Seafarers and children of Union members will compete for the five \$6,000 SIU college scholarships which will be awarded for 1963 on the basis of recommendations by a special committee of six prominent educators meeting here in May.

The SIU scholarship awards program, celebrating its tenth anniversary, has thus far given out 48 scholarships worth \$288,000 to 21 eligible seafarers and 27 members' children. These have enabled the winners to attend the college of their choice through a four-year unrestricted course of study.

Last year scholarships were awarded to Seafarer Gerald Dwyer and four children of SIU men after judging of their applications and general qualifications by the awards panel. One scholarship of the five granted each year is automatically reserved for an active Seafarer.

Panel Remains Same

The composition of the panel which will handle the judging this year remains the same as in 1962. Included on the board are: Miss Edna Newby, assistant dean, Douglass College, New Brunswick, NJ; Bernard Ireland, Columbia University, NY; E. C. Kastner, dean of registration, New York University, NY; F. D. Wilkerson, administrative assistant, Howard University, Washington, DC; R. M. Keefe, dean of admissions, St. Louis University, St. Louis, Mo.; and C. D. O'Connell, director of admissions, University of Chicago, Chicago, Ill.

Hoffa Raids Again On Rivers, Seeks To Create MM&P Split

ST. LOUIS—Soundly defeated in previous attempts to gain a foothold in maritime, both on the East Coast and Great Lakes, Jimmy Hoffa is now attempting to extend Teamster jurisdiction to the inland waterways.

At the same time, Hoffa is also attempting to achieve his second objective of creating dissension in the ranks of those unions, particularly AFL-CIO unions, which stand in his way.

Specifically, Hoffa has been using his newly-created "Marine Officers Association" to raid the jurisdiction of the Masters, Mates and Pilots in this area.

Hoffa launched the campaign last fall, when the MOA raided both the MM&P and the Marine Engineers Beneficial Association in the Mississippi Valley Barge Line.

Unions Ask Support

In a telegram to the AFL-CIO, asking support of their picketing action against this company, both MM&P and MEBA noted that National Maritime Union crews were supporting the MOA by sailing behind the picketlines.

Now Hoffa is following up this action by attempting to split the MM&P organization here in the St. Louis area by weaning away the membership of MM&P Local 28 and bringing them into the MOA.

Hoffa has been trying to gain influence in maritime ever since he first became Teamster president and almost immediately announced plans for a "National Conference on Transportation Unity," a coalition of trucking, marine, air and rail unions.

The National Conference never got off the ground, primarily because the SIU and ILA would not go along with it. So Hoffa then attempted to bring seamen directly into the Teamsters, first in the Pennsylvania Railroad tugboat fleet in New York harbor and later in the Boland and Cornelius fleet on the Lakes.

In both cases, the Teamsters were soundly trounced by the SIU.

In Government-conducted elections, and they were also beaten by the MEBA on the Long Island Railroad tugs.

Hoffa then retreated from the maritime front until last fall, when he turned up with the MOA on the rivers.

On Deck At Houston SIU Meeting



Hitting the deck to discuss item of Union business, Seafarer Johnny Long is pictured at recent Houston SIU meeting in midst of fellow Seafarers attending regular monthly session at the Texas port. Long had an appreciative audience, judging from the reaction of those nearby.

SOCIAL SECURITY REPORT



Joseph Volpian, Social Security Director

Nation Grows Older And Younger

In the ten years between the 1950 and 1960 censuses, the US populations grew fastest at the two extremes of the age scale—we grew both younger and older. The number of persons under 18 and the number 65 and over increased almost twice as fast (36.7 percent and 34.7 percent, respectively) as did the total population (18.5 percent). The in-between group, 18-64, increased less than half as fast (7.1 percent). In fact, there were actually less people aged 20-29 in 1960 than in 1950.

Not only is the number of persons 65 years of age and over increasing but it is increasing at a faster rate than the total population. Thus the proportion of older persons in the population is increasing as well. Furthermore, the highest proportionate increases are in the oldest age brackets. By 1970, there will be more than 20 million persons over 65 and they will, on the average, be older than the present 65+ group. Since these projections are based on current death rates, any medical breakthroughs in the three diseases which are the most common causes of death among middle-aged and older people (heart, cancer, stroke) could bring dramatic increases in the number of older persons in the population.

In 1960, there were 121 women per 100 men aged 65 and over. Since life expectancy for women is greater than for men and since recent increases in life expectancy have been greater for women than for men, the present numerical and proportional excess of women over men will continue to grow. Moreover, the highest rate of increase is among the oldest groups in the older population; for example, the 1960 excess of 57 women for every 100 men aged 65 and over will grow even larger.

Every state, including those that had less total population in 1960 than in 1950, showed net increases in the 65 and over age group ranging from less than 15 percent in three States (Alaska, Maine, Vermont) to more than 100 percent (Arizona, Florida). All of these figures point up once again why a comprehensive medical care program for the aged, under the Social Security System, is so essential.

More than 120,000 employee pension and welfare plans reported assets of \$33.4 billion at the end of 1960 and benefits paid out during the year amounted to \$7 billion, the Department of Labor discloses.

In an analysis of welfare and pension plan reports required under legislation backed for years by the AFL-CIO, the department noted that total assets and reserves for employee benefits had risen to \$52.2 billion—an increase of \$4.5 billion over 1959. The total included \$18.8 billion held as reserves by insurance companies to guarantee payments under insured retirement plans.

More than 1,000 plans had assets of \$5 million or more in 1960, the department said, and 100 plans had assets of at least \$50 million each. These included 90 pension plans and 10 welfare plans. Contributions to plans reporting under law to the Department of Labor totalled \$11 billion, an increase of \$1 billion over the 1959 total. The \$7 billion paid out in benefits represented a \$1.5 billion increase from the previous year.

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

Delta Ships Set Record

NEW ORLEANS—Two of Delta Lines' new SIU-manned cargo liners set speed records on their South American runs last month, according to Captain John W. Clark, company president.

The Del Oro, one of Delta's new C-2-design vessels, logged an average speed of 20.3 knots for the 5,326 miles between Rio de Janeiro, Brazil, and Houston, Texas. She was 10 days and 22 hours enroute to make the record time for the run.

The Del Sol sailed the 6,347 miles from Galveston, Texas, to Buenos Aires, Argentina, in 14 days and 6½ hours for a new record. Her average speed was 18.5 knots.

According to Captain Clark, the Del Oro's time was nearly three days faster than older C-2 freighters, whose best time for the Rio de Janeiro-Houston run was 13 days and 20 hours.

The Del Oro, Del Sol and their sister ship, the Del Rio, were completed in 1961. They are the fastest cargo vessels operating on Delta's routes between US Gulf ports, the East Coast of South America, and the West Coast of Africa.



YOUR UNION MEETINGS ARE IMPORTANT TO YOU. ATTEND THEM!

SIU Boatmen Ratify New Fleet Contracts

WILMINGTON, NC—The SIU Inland Boatmen's Union has won first-time contracts with two new harbor tug fleets here, and reached agreement separately on a new three-year pact in negotiations for contract renewal with a third fleet that operates on the Atlantic Intracoastal Waterway.

Boatmen in the two new fleets organized by the SIU-IBU overwhelmingly ratified the agreements gained with the Stone Towing Line and the Cape Fear Towing Company, whose crews are now working with the full protection of union contracts. The new pacts provide the first wage rise the tugmen have had in five years.

Earlier, a renewal contract was negotiated with the Willis Towing Company, giving a sizeable wage boost and other benefits to unlicensed boatmen and deck officers with retroactivity to January 1.

The pacts reached in this port came about after a one-day strike at Stone Towing. The Union had previously won National Labor Relations Board elections in both fleets after whipping United Marine Division Local 333 of the National Maritime Union. Both contracts were completed after the one-day tie-up.

Provisions of both agreements assure substantial pay hikes for members in the two companies, which own a total of eight boats. Stone and Cape Fear handle docking and undocking work in this harbor for deep-water vessels, using two active boats each and keeping two in reserve. The contracts were effective from February 1.

The boatmen had earlier been represented by District 50 of the United Mine Workers, under whose contracts they had failed to

AMA Millions Used To Fight 'Medicare' Bill

WASHINGTON — The National Council of Senior Citizens estimates that the American Medical Association spent more than \$7 million in one form or another to defeat President Kennedy's medical care program last year.

Of this, nearly \$250,000 was spent by the American Medical Political Action Committee to defeat candidates supporting "Medicare" in last year's Congressional elections.

While legally independent of AMA, the AMPAC organization received donations from the AMA itself and from more than 240 persons, mainly doctors who contributed more than \$100 each. On the basis of reports filed with Congress, AMPAC's funds were distributed in 43 states for use in the primaries and in the November elections.

The National Council noted that in California, where AMPAC sent its largest contributions, opponents of medical care for the aged through Social Security suffered their greatest Congressional defeats.

Even discounting AMPAC activities, it declared, the AMA's propaganda effort amounted to millions of dollars, of which the AMA's public relations budget to defeat "Medicare" in 1962 was \$1.3 million. This does not include amounts spent by local and state medical societies in the form of advertisements and other propaganda media.

make any wage gains over a five-year period. District 50 did not take part in the elections.

The pact with Willis called for a \$4.25 per day wage increase over the life of the agreement, expanded seniority rights in advance of the renegotiation of manning scales in June, and established a transportation set-up providing each man with a five-cent-per-mile allowance for travel to and from his home to his place of work.

Cooks aboard the company's five vessels got an additional increase to put their wages on an even level with deckhands. The pact was overwhelmingly ratified via a mail ballot.

SIU FOOD and SHIP SANITATION DEPARTMENT

Cliff Wilson, Food and Ship Sanitation Director



Some Reminders About Food Storage

Food is generally classified as perishable and non-perishable. But in truth all subsistence, whether fresh, frozen or canned is of a perishable nature. Thus, each general classification of food requires inspection plus spot-checking, and the steward must know enough about the subject to insure that food received on the ship is of good quality and not spoiled. The steward must know the basic rules for judging food quality and check all stores taken aboard prior to sailing and later on during the voyage.

In general, the quality of perishable subsistence may be determined by the following:

- Condition—indicated by desirable characteristics like freshness, ripeness, plumpness, juiciness, tenderness, freedom from damage and blemish.
- Color—typical of the particular item being inspected.
- Odor—which may suggest the best condition of the product.
- Flavor—characteristic of the item in question.
- Size—which is not always an indication of quality.
- Appearance—which is closely associated with quality. A fine appearance does not always signify fine quality, however.
- Taste—the "taste-test" is often the final determination of quality.

MEATS. The Department of Agriculture has set up specific standards and regulations regarding the type and conditions of animals slaughtered and the care to

Mariner Has Famous Name

BALTIMORE — The new Alcoa Mariner (Alcoa) carries a name well-remembered by the men of the SIU as she sets out on the first leg of a planned 'round-the-world' run.

Operating today as the replacement ship for the fire-ravaged Alcoa Planter, she bears the name of a famous predecessor which was torpedoed by a Nazi U-boat while enroute from Trinidad to Georgetown, British Guiana, in 1942. The new Mariner is the former US Lines' ship American Ranger.

She was purchased by Alcoa after the company had to scrap the Planter following a disastrous fire in Bremen, Germany, last January. Japan is the first offshore stop for the new vessel, a C-2-type freightship. The Planter was a C-1,

Reading Time



Waiting for recent payoff in New York on Isthmian's Steel Designer, Seafarer Henry Rucki, AB, catches up on his reading in SIU handbook covering Union contracts, constitution and welfare programs.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margollus

Soap Prices Nibble At Your Pocketbook

One of the most avid and persistent nibblers at your pocketbook these days is the increasing number of household preparations, detergents, soaps and shampoos sold at high prices under heavily-advertised brand names.

The frequency with which you buy various cleaning products and toiletries makes it urgent that you understand what you buy and the price you pay. Most families now spend more on these soap-type purchases than on such basic needs as dental care.

In families with teen-agers, the cost may be especially high, with the youngsters spending heavily and often for greasy kid stuff and then for shampoos to wash it out. The Fashion Group, an association of glamor-merchandising experts, reports that teen-agers nowadays shampoo their hair two or three times a week on the average, with some girls shampooing once or even twice a day.

We're not against cleanliness. But the potential cost of frequent buying of TV-advertised shampoos at 10 to 20 cents an ounce alarms us as much as it gratifies the Fashion Group.

There is really no need for you to pay the lofty prices charged for the advertised soap products. They have no magic ingredients. We're going to show you how you can buy such products for half the price and sometimes for as little as one-sixth. Often you can pay dimes instead of dollars.

You can cut the potentially high costs of such products to a fraction, by employing two buying techniques: shopping the private brands and buying in large sizes.

For example, a major cost in the soap group are the controlled-suds detergents now widely used for automatic washers. If you buy a small box of a brand-name product like Dash or All, you typically pay 29 cents a pound. If you buy a big box, like the 10 or 20-pound sizes, your cost drops to a little less than 24 cents. Even this saving is worthwhile.

But if you buy one of the new private brands of controlled-suds detergents, your saving can be as much as one-half. More and more supermarkets, department stores, mail-order houses and consumer co-operatives now have their own-brand detergents. The consumer co-ops sell their "Co-op Controlled Suds Detergent" (no trick name—they call a soap a soap), for \$3.50 to \$3.75 for a 25-pound box. This makes the cost 14-15 cents a pound. The co-ops have exceptionally low prices for high-quality detergents of various types.

The other retailer private brands, while not quite as low, are still much better value than the advertised brands. The retailer brands often run 17-22 cents a pound. Next to the co-ops, we have found chain supermarket brands most reasonable at 17-18 cents, followed by discount-store own-brand detergents, and then by the department-store brands.

Similarly many of the shampoos advertised on TV are ultra-expensive. Some cost as much as 20 cents an ounce in small bottles. Several national brand shampoos, such as Palmolive, Charles Antell, Woodbury's and Richard Shaw are a more-moderate 5 or 6 an ounce. Breck's, too, is at least only medium-priced. But you really save on the private brands such as Waldorf, Macy's, AMC, May stores, and similar retailer "own brands." These usually are 3 to 5 cents an ounce, and in large sizes, often less.

For example, co-op supermarkets and pharmacies in the Maryland-Virginia area have offered castile shampoo with lanolin for 99 cents in half-gallon sizes. This is 64 ounces at a cost of 1½ cents an ounce. You often pay a dollar for just 6 ounces of the advertised shampoos.

It is significant that the price of many of the advertised shampoos has doubled in the past ten years, while the price of the private brands has remained almost the same.

Another example of the wide disparity in price between the advertised and private brand detergent and soap products, is the liquid detergents now used for dishwashing and general household cleaning.

In the liquid general cleaners, Mr. Clean sells for 69 cents for 28 ounces while the spreading private brands like Co-Op Glow, Grand, Bright Sail, Little King and others usually sell at the 45-49 cent level for a whole quart—32 ounces—almost half the cost.

In the liquid dishwashing detergents, the same principles of buying the private brands in the large sizes produce similarly big savings. Name-brands like Joy can cost as much as 3.2 cents an ounce in small sizes; private brands like Sail as little as 2 cents, and Co-op as low as 1.7 cents.

You are safe in buying soaps, too, on the basis of price and size. An official of Procter & Gamble, the largest manufacturer, himself testified at the recent Senate hearing on packaging, that soaps tend to be standardized as to volume, and the consumer simply buys according to "personal preference as to color or the one that she thinks may be the mildest or that has the most appealing fragrance."

Oldest Transport Union In US, Train Engineers Mark Centennial

CLEVELAND—Marking the 100th year since their union was founded, several thousand members, wives and representatives of the Brotherhood of Locomotive Engineers, oldest transportation union in the Western Hemisphere, are expected to gather in Detroit May 5-8 for a special centennial observance.

Division 1 of the Brotherhood of the Footboard—as the BLE was first known—was organized May 8, 1863, at the old Firemen's Hall in Detroit. The union had 54 divisions at its first convention in 1864 and today has 890 divisions, or locals, throughout the US, Canada and the Canal Zone.

Its members include some 40,000 active locomotive engineers on most North American railroads as well as some firemen-helpers and employees on some rapid transit lines.

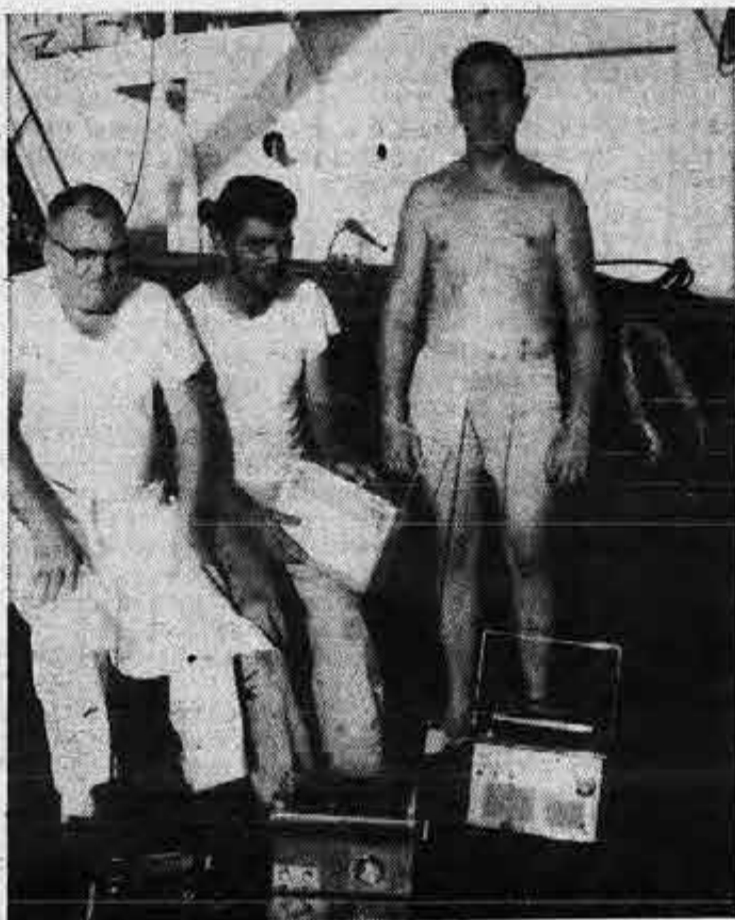
Like the SIU, the BLE is affiliated with the 24-union Railway Labor Executives Association. It is headed by Roy G. Davidson, grand chief engineer, with headquarters in this city.

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

**SS Barbara Frietchie
Home From India Run**

The SIU crew of the Barbara Frietchie (Liberty Navigation) returned from a recent voyage to India with a lot of happy memories plus these pictures passed along to the LOG by Seafarer J. H. Shearer, ship's delegate. All in all, it looks like there was fine chow, sunny days and good times for all hands.

**FROM A
SEAFARERS' SCRAPBOOK**



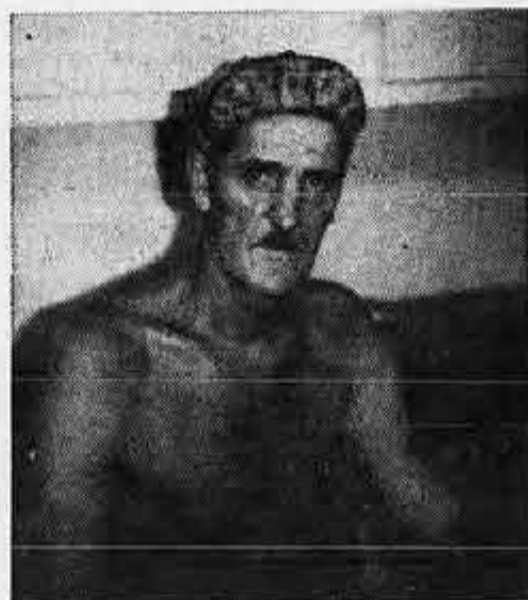
Getting set to tune in on the whole world are (l-r) G. Dinass, 3rd cook; bosun Hilburn and wiper L. Cyprowski. Looks like plenty of good listening ahead.



Carlos Sy, and E. Kocanoski, AB, teamed up here with a fishing line to add something fresh for dinner.



Chief cook J. H. Shearer knows there's a photographer around and hams it up with a baked ham.



Deck engineer L. Paradeau was taking a coffee break when he was caught unawares by the camera.



Carlos Sy, BR, holds another big one that didn't get away. Fishing was a favorite leisure-time activity.



Good feeding and service was a highlight of the trip. E. Miller, steward; B. Cuarisma, messman, and W. Gillespie, pantryman, pose proudly with sample of table set-up.



When he wasn't busy fishing, Carlos Sy spent the time taking care of the hair-cutting chores for some of the gang. He's shown here wielding the clippers on shipmate T. McCarthy, one of many who was dapperly well-groomed by the time they hit Calcutta.

SIU Financial Committee Nominees



Seafarers nominated at the New York headquarters meeting on March 4 to serve on the SIU Quarterly Financial Committee included (l-r) Jerry Chapowitz, Eugene Olahn, John Jellette, Walter Patterson and John Muehleck. Muehleck was later elected to represent the Port of NY. Similar elections were held in major outports for posts on seven-man committee.

Labor Spurs N' Orleans Ballot Win

NEW ORLEANS—Three labor-supported candidates have clinched victories in local runoff primaries here.

David Gertler and Municipal Court Judge Paul P. Garofalo were victorious in the runoff balloting for Civil District Court judgeships. Unofficial returns gave Gertler 48,088 votes to 46,561 for his opposition, and Garofalo received 52,657 votes to 41,670 for his opposition.

In a primary race for state senator for the 5th District, Theodore M. Hickey overcame his opposition by a margin of 13,041 to 10,671.

Another labor-backed candidate for state senator from the 6th District, Frederick L. Eagan had already won his race in the original primary in February. The runoffs were necessary for the other three candidates despite substantial wins in the earlier local primaries. Under the election law, a clear and decisive majority must be established in a primary, or a runoff is necessary in which candidates with over 5,000 votes can enter.

Eagan ran way ahead of his rivals in his district, which is where the SIU hall is located.

All four candidates had the endorsement of the Maritime Port Council, Central Trades Council and the AFL-CIO Committee On Political Education in the port area. They praised the support given them by the union groups, and expressed public thanks for the endorsement and other support.

AFL-CIO Supports Bill To End Packaging Abuse

WASHINGTON—"Truth in packaging" legislation is needed to end "chaos in the retail marketplace," the AFL-CIO has declared in testimony before a Senate subcommittee. Odd-shaped packages labeled "jumbo," "king-size" and "giant" present a "Tower of Babel" to the housewife seeking the most economical buy, Legislative Rep. Clinton M. Fair declared.

Although existing law requires that statements of net weight must be carried on containers, these are often in small type, in colors which blend with packages and in hard-to-find locations, he noted. Once having found the weight, the housewife frequently is "no-better off than before" because of the "extraordinary" assortment of weight units, with differences "extending even to fractions of ounces."

No Comparison Possible

As a result, Fair declared, "it becomes almost impossible to make any ready comparison of the price of one brand against another or of one size package with another, even for the same brand."

The "truth in packaging" bill, sponsored by Sen. Philip A. Hart (D-Mich.), was given strong endorsement also by two Administration officials, Food & Drug Commissioner George P. Larrick and Wilbur J. Cohen, assistant secretary of Health, Education & Welfare. Cohen said the Administration and HEW "wholeheartedly endorse" the measure. Larrick praised a provision

which would enable his agency to issue regulations that would have the effect of law to correct packaging abuses. The bill would "facilitate and encourage compliance with commonly-accepted standards of honesty in the labeling and packaging of consumer products," he said.

Robert E. Graham of the Owens-Illinois Glass Co., told the Senate Judiciary subcommittee that no regulatory packaging legislation is needed. He said the public is being "served as never before" by products packaged in a variety of convenient containers with pinched waists, pouring spouts and long necks.

Fair said the AFL-CIO has a strong interest in the legislation because families of union members "are concerned not only with improved wage income, but also with what that income will buy." He said modern packaging has brought "many benefits" including convenience and sanitation. But it has also brought, he emphasized, "uneconomic effects which consumers must pay for."

"As consumers we want only to protect our pocketbook at the marketplace without a refresher course in mathematics, the burden of a portable calculator, or the nuisance of a magnifying glass," he added.

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

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CITY ZONE STATE

DEL NORTE (Delta), Nov. 10—Chairman, Frank Sample; Secretary, Bill Kaiser. \$334.57 on hand in ship's fund. No beefs reported by department delegates. Vote of thanks to bakers.

MT. VERNON VICTORY (Victory Carriers), Nov. 19—Chairman, H. Hodges; Secretary, R. A. Sanchez. Two men missed ship in Mobile. \$10.00 in ship's fund. No beefs reported.

FRANCES (Bull), Nov. 28—Chairman, B. F. Cordy; Secretary, Sidney Garner. W. Rose elected to serve as ship's delegate. Former delegate left ship. No beefs reported by department delegates.

MOBILE (Sea-Land), Dec. 14—Chairman, S. Carr; Secretary, S. M. Simos. Suggestion made that everyone donate 50 cents at payoff for the ship's fund. Motion made to see patrolman regarding the heating system on board ship. Suggestion made that better grade of meats be put aboard.

SEATRAN TEXAS (Seatrains), Dec. 16—Chairman, George Chandler; Secretary, Herbert C. Justice. Albert W. Lima elected ship's delegate. \$22.22 in ship's fund. Suggestion made to put this money towards purchase of coke machine. No beefs reported by department delegates.

BEATRICE (Bull), Nov. 19—Chairman, no name; Secretary, Carlos Diaz. \$4.25 in ship's fund. Everything running smoothly. Vote of thanks to steward department.

ANTIOUS (Waterman), Nov. 11—Chairman, E. Eriksen; Secretary, M. E. Mason. Motion made to have food committee look into the poor food supply this trip. Some disputed OT in engine and steward departments. Sept. 14—Chairman, S. R. Mehrlinger; Secretary, M. E. Mason. Disputed OT beef in steward department. Motion made to lock pantry to prevent unauthorized personnel from eating night lunch in port. Key should be given to gangway watch for crew use only.

STEEL VENDOR (Isthmian), Nov. 5—Chairman, F. Shala; Secretary, S. Wright. \$51.40 in ship's fund. No beefs reported. F. Shala was elected as ship's delegate. Messmen and cooks asked to be quiet in the early morning. Vote of thanks to the steward department.

GATEWAY CITY (Sea-Land), Nov. 15—Chairman, R. Adamson; Secretary, P. Patrick. Chief mate not cooperative on ship's business. Suggestion

made to see patrolman regarding conditions aboard ship. Crew gave steward department a vote of thanks for improvement in food and sanitary conditions.

ROBIN SHERWOOD (Robin), Dec. 1—Chairman, Edward Wright; Secretary, Lucien Butts. Motion made that steward be allowed to purchase shore milk in foreign ports where milk is up to standard. Crew asked to donate to the ship's fund. Vote of thanks to the steward department, especially to the baker.

STEEL NAVIGATOR (Isthmian), Oct. 21—Chairman, F. Bolisa; Secretary,

L. J. Cevette. H. Libby was elected to service as ship's delegate. No beefs reported. All repair lists were turned in. Suggestion made to have screens put on all outside doors.

TAMARA GULDEN (Commercial Transport), Aug. 15—Chairman, Richard Wardlaw; Secretary, James H. Norton. Ship's delegate asked to be relieved of his duties, as he is getting married this trip. \$8 in ship's fund. Motion to notify headquarters about the shortage of water. Vote of thanks to the steward department for fine job.

MT. SHASTA (Bull), Aug. 27—Chairman, Kevin B. Skelly; Secretary, Victor M. Perez. All repairs were completed. Conditions improved in all departments. Vote of thanks to steward department for job well done.

PRODUCER (Marine Carriers), Sept. 2—Chairman, Pat Sox; Secretary, P. Johnson. Rooms are all painted. No library was put on board and this will be referred to headquarters. Henry P. Lopez was elected ship's delegate. T. Dawes elected ship's treasurer.

ELIZABETHPORT (Sea-Land), Sept. 2—Chairman, Juan S. Rueda; Secretary, E. Davis. Crew did fairly well on first trip. See patrolman about getting one more galleysman and one more wiper.

STEEL EXECUTIVE (Isthmian), Aug. 26—Chairman, Carl C. Lawson; Secretary, C. R. Wood. \$9.60 in ship's fund. Beef between 8-12 watch and mate to be referred to patrolman. Vote of thanks to steward department for excellent performance in handling its duties.

COUNCIL GROVE (Ciles Service), Nov. 25—Chairman, George B. McCurley; Secretary, Julian Dedicatore. \$20 in ship's fund. Crew messman requests everyone to put things back where they belong after each use. No beefs reported by department delegates.

SEATRAN GEORGIA (Seatrains), Nov. 25—Chairman, T. Jones; Secretary, Roberto Hannibal. \$20 in ship's fund. No beefs reported by department delegates. Vote of thanks to steward department for well-prepared Thanksgiving Dinner.

TOPA TOPA (Waterman), Nov. 4—Chairman, Jimmie Barlett; Secretary, M. Machel. Ship's delegate reported everything running smoothly. Vote of thanks to steward department.

SIU MEDICAL DEPARTMENT



Joseph B. Logue, MD, Medical Director

Regular Check-Ups Fight Cancer

"100,000 workers die from cancer". This could be the headline in your morning paper, or in the LOG. The headline doesn't appear, but the story is true. One hundred thousand men and women of the American labor force are lost to cancer each year.

More tragic is the brutal fact that of these, 30,000 die needlessly of the disease. Needlessly, because they might have been saved from cancer had it been detected early and treated promptly and properly. For the remaining 70,000, the only hope for prevention and cure depends upon further advances in research.

Medical science has the means to cure today one-half of the 520,000 new cancer cases diagnosed each year. (Of these, 200,000 are among our labor force.) However, we are only saving one in three. You can help narrow the "cure gap" by seeing your physician once a year for a complete physical check-up. If each of us did that, more cancer would be discovered in time for cure.

These are the facts, but they do not present the whole cancer story. Like the headline above, there is another part of the picture we never see—"400,000 workers saved." That is the hopeful side of the cancer story.

Over 1.1 million people in America have conquered cancer. They have had the disease but are living, and well today, free of it for more than five years. Among this happy group are 400,000 working men and women.

John L. is one of them. John L., a member of the Seafarers International Union, is an excellent example of how early detection, prompt and proper treatment has saved the lives of over 400,000 working people. Over five years ago, John L. in mid-life was examined at one of the Seafarers' clinics. Chest x-ray examination showed a barely perceptible small round area in his left lung.

A check of his previous films taken a year before failed to show the shadow, so he was referred with the films to the hospital. After careful study and review of previous films, it was decided that the lesion should be operated. Following operation, microscopic examination proved the lesion to be cancer.

Mary M. also was one of the fortunate ones. Mary M. was examined at one of our clinics, and on the routine check-up, a Pap's Smear which was taken was reported as suspicious for cancer. Follow-up studies and operation proved her to have an early cancer of the uterus. That was five years ago. Today Mary M. is doing fine, and follow-up studies have revealed no recurrence.

April has been designated as "Cancer Crusade Month" by the American Cancer Society Inc. Be a crusader, as I am sure John L. and Mary M. are, and carry the message to others. Above all, do something about yourself, see that you and yours are not one of the 30,000 who needlessly die of cancer each year. Early detection is essential if these lives are to be saved.

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

DIGEST of SIU SHIP MEETINGS

K. Winters. K Winters elected to serve as ship's delegate. \$50 in ship's fund. No beefs reported. Had discussion on money, travelers checks and draws.

OLGA (Sea Tramp), Nov. 29—Chairman, J. Thompson; Secretary, J. A. Rockka. Some disputed OT to be taken up with boarding patrolman. Motion not to sign on until all stores are delivered to ship. Need new washing machine. Discussion regarding pantrymen.

Oct. 2—Chairman, J. Thompson; Secretary, J. C. Rockka. No beefs reported by department delegates. R. A. Wiman was elected to serve as ship's delegate.

DEL RIO (Delta), Dec. 2—Chairman, Albert Mitchell; Secretary, I. R. Llenos. Ship's delegate thanked all delegates for their cooperation. Crew asked to take good care of washing machine. See patrolman on misunderstanding about sanitary work in the engine department.

ALCOA POINTER (Alcoa), Aug. 6—Chairman, Rudolph Himel; Secretary, Cleveland Wolfe. \$250 given to the ship for safety. Tape recorder and tapes were purchased with this money. No beefs reported.

BEAUREGARD (Sea-Land), Sept. 3—Chairman, F. H. Harshorn; Secre-

COPE REPORT



AFL-CIO COMMITTEE ON POLITICAL EDUCATION

One of the main sources of right-wing economic propaganda is the Foundation for Economic Education. Its ultra-conservatism would have embarrassed even old Adam Smith, who made the scene a couple of centuries ago as the first of the profits-above-all political economists.

Among its leaders over the years have been many of the union-hating promoters of ultra-conservatism: Adm. Ben Morreel, industrialist Roger Milliken, right-wing publisher Eugene Pulliam, oil magnate J. Howard Pew.

The Foundation has been around for years, outlasting many other rightist groups, but you can see why by looking at the money behind it. Figures taken from hearings by a committee of the House of Representatives show that in the period 1946-50 a total of more than \$1.1 million was poured into the Foundation by 40 king-sized industries and wealthy individuals.

General Motors gave \$50,000. Chrysler, Consolidated Edison, U S Gypsum, DuPont, Gulf Oil, Montgomery Ward, Sun Oil and U S Steel all turned over \$40,000. Republic Steel gave \$37,500; B. F. Goodrich, \$35,000; National Steel, \$22,500.

Among other big donors were Armour, International Nickel, Libby-Owens Ford Glass, Standard Oil of New Jersey, Monsanto Chemical, Sears Roebuck, Detroit Edison, Westinghouse, Humble Oil, Nash-Kelvinator, Pittsburgh Plate Glass, Owens Illinois Glass, Electric Auto Lite, Champion Spark Plug, S S Kresge, Ford Motor, General Electric, Eli Lilly. Biggest chunk, \$170,000, came from the William Volker Fund, a sometimes philanthropic fund which often donates large sums to right-wing groups.



More liberal and more modern registration laws, and registration committees in every local union in the country—these are the goals of COPE's 1964 register-and-vote drive, launched recently by the COPE administrative committee. In many states, the committee noted, complicated, restrictive and out-dated laws are designed to limit, rather than increase, the number of people who go to the polls. Changes in state laws will be sought this year by appealing to state legislatures, 47 of which are in session.

In addition to the legislative approach, the committee recommended all international unions amend their constitutions to require a registrar or registration committee in every local, charged with the task of registering members, wives and children of voting age. More than 25 percent of all union members move every year, the committee pointed out, and making sure they are all properly registered is a major undertaking. Part of the 1964 effort will be concentrated on getting workers who move to register as quickly as possible in their new locations.



It used to be said, "In politics, as Maine goes, so goes the nation." But like so many slogans, it just didn't prove out. Often Maine would go one way and the nation another. In one recent situation, though, let's hope the old slogan holds up. Maine citizens rebuffed an open shop drive by declining to sign petitions in sufficient numbers to put a phony "right-to-work" proposal on the ballot.

Ordinarily, open shop promoters seem to get all the signatures they need to get a spot on the ballot. But in Maine, they found they were as welcome as a cold wave in Miami.

LABOR ROUND-UP

The International Chemical Workers Union has asked the Federal Government to take a new look at safety regulations that would eliminate atomic radiation hazards to workers. The ICWU declared the present system results in practically "no control at all," and asked that a single authority under the US Public Health Service be designated to control radiation hazards and establish safety standards. At present no one agency is responsible, and no one has enough complete information or control to establish such standards, ICWU said.



Celebrating the 35th anniversary of the founding of the first union-sponsored cooperative housing development in the US, the Amalgamated Clothing Workers is currently expanding its construction activities. Built in 1927, the Bronx, NY, Amalgamated Cooperative Houses and other ACWA-pioneered developments will soon be joined by another project located in Brooklyn. . . . The United States Senate has unanimously confirmed the appointment of William C. Doherty, president-emeritus of the National Association of Letter Carriers and vice-president-emeritus

of the AFL-CIO, as US Ambassador to Jamaica. Doherty had been serving as interim ambassador since last fall after his nomination by President Kennedy.



The International Ladies Garment Workers Union has won a new pact from Bobbie Brooks, Inc., increasing salaries and establishing craft minimums in addition to other benefits. Bobbie Brooks, the nation's largest manufacturer of women's sportswear, was credited by the ILGWU with agreeing to a two-year national contract without the necessity of a strike.



The Post Office, largest single civilian employer in the US, has signed a contract with six AFL-CIO and affiliated unions covering all of its non-supervisory employees. It is the first department in the Federal Government to do so. Negotiations for supplementary local-level agreements will begin later this year. The agreements came 14 months after President Kennedy's executive order directing government agencies to recognize unions representing their employees. Bargaining sessions began last October after the unions won a national representation election in June.

'The Horns Of The Dilemma'



The grim picture that the country's serious unemployment problem presents today is old-hat by now, and it's dull stuff at best. "A couple of million" workers drawing no pay, a few million on part-time wages, new people coming into the labor market at a fast rate—these are the stark facts that statisticians chart month after month by moving a few decimal points back and forth.

A situation like this is dramatic enough in a mill town where almost nobody is working, everybody is on credit and the foreclosures are piling up on people's homes and property, as is the case in many communities. Still, it doesn't have the same punch for most Americans who are working, living well and able to buy or borrow to get most of the things they need.

The fact that there are 5 million workers out of work today, and that there's a pile-up of consumer goods is due to many factors. Automated plants, job-cutting schemes generally, plus pure and simple management inefficiency in many industries spells overproduction, under-consumption, as well as unemployment.

A good standard of living is available for everybody in America, despite this problem. It already exists for most Americans—those not on unemployment, relief, using up their savings, if any, and large groups who are working but who view a \$1.25 minimum hourly wage as something still out of their grasp.

This is the real "labor problem" in America.

It can be expected that the economists will someday come up with a formula that will show the delicate balance necessary to keep everybody working and in a position to purchase the fruits of their labors. The free enterprise system can solve this dilemma, as it has many others.

What's needed now, however, is an end to discussion and limitless debate on an issue that can't wait out the "perfect" solution—if such exists.

The tax cut program advocated by the AFL-CIO and the program proposed by the Administration together offer a chance to

get things moving again for 1 of every 10 Americans, figuring the unemployed, part-time employed and their families. The squeeze play our national economy finds itself in right now requires action—bold and immediate—in the interests of every American.

The Rank-And-File

Whatever other lessons came out of the now-ended New York newspaper strike and lockout situation, one item really stands out. Union officials, too-frequently labelled as "power-hungry" and "dictators," or worse, are the elected instruments of the rank-and-file membership in any union.

First of all, the fact that the Big City was without most of its major newspapers for 114 days was largely due to the lockout of workers on five papers after the printers union struck four others. Then, as subsequent disputes developed and contracts for other printing trades unions ran out, local union negotiators — and, by implication, every union official across the land—really became the "bad guys."

Certainly no one in the labor movement was surprised at this result.

What the commentators didn't figure on, however, was the simple truth that the union official is still only a link in a chain that is forged by the membership. This may sound corny, but it's true all the same.

And when members of two of the striking unions voted down recommendations of their negotiators by rejecting the original settlement proposals, the fat was really in the fire. All this "nonsense" about majority rule and "action by the membership" was really going too far, the onlookers said.

Though neither side — labor or management—in the newspaper beef is completely happy with the settlements finally reached, this is inevitable under our democratic collective bargaining system, and will resolve itself in time.

What really stands out is the point so clearly made on the floor of union membership meetings by the striking unions:— Whatever its faults, democracy rules.

SEAFARERS LOG

SIU ARRIVALS and DEPARTURES

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$13,000 in benefits was paid (any apparent delay in payment of claim is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates):

Jose Rosa, 69: A gall bladder condition was the cause of Brother Rosa's death on December 5, 1962, at Warren Candler Hospital, Savannah, Ga. After joining the SIU in 1938, he sailed in the engine department until he went on pension in 1959. A friend, J. Hunt, of Savannah, survives. Burial was at Holy Cross Cemetery, Savannah. Total benefits: \$1,000.



Charley R. Steers, 63: A throat ailment was fatal to Brother Steers on December 13, 1962 at the USPHS hospital, New Orleans, La. Sailing in the engine department, he joined the SIU in 1938. Surviving is his wife, Ellen Steers, of Mobile, Ala. Burial was at Pine Crest Cemetery, Mobile. Total benefits: \$4,000.



Frank F. Braun, 65: Brother Braun died of natural causes at City Hospital, Queens, NY, on February 7, 1963. Signing on with the SIU in 1952, he had sailed in the engine department. A daughter, Mrs. Patricia Felter, of Jackson Heights, NY, survives. Burial was at Evergreen Cemetery, Brooklyn, NY. Total benefits: \$4,000.



All of the following SIU families have received a \$200 maternity benefit, plus a \$25 bond from the Union in the baby's name, representing a total of \$2,600 in maternity benefits and a maturity value of \$325 in bonds:

Lori Ann Kerrigan, born January 13, 1963, to Seafarer and Mrs. James Kerrigan, Galena Park, Texas.

Victor Sierra, born January 23, 1963, to Seafarer and Mrs. Emilio V. Sierra, Vallejo, Calif.

Dean Austin Rogers, born November 20, 1962, to Seafarer and Mrs. James S. Rogers, Baltimore, Md.

Thomas Brancoccio, born February 28, 1963, to Seafarer and Mrs. Dominick Brancoccio, Brooklyn, NY.

Michael Burke, born February 26, 1963, to Seafarer and Mrs. William D. Burke, Brooklyn, NY.

Johanna Theresa Freeman, born February 9, 1963, to Seafarer and Mrs. Stanley Freeman, Houston, Texas.

Frank Vivero, born March 5, 1963, to Seafarer and Mrs. Frank Vivero, New Orleans, La.

Vanessa Greaney, born January 23, 1963, to Seafarer and Mrs. James Greaney, New Orleans, La.

Michele Warhola, born January 12, 1963, to Seafarer and Mrs. Paul Warhola, Middle Village, NY.

Roy Joseph Millar, born February 24, 1963, to Seafarer and Mrs. Dioscoro B. Millar, San Francisco, Calif.

Regina Arleen Byrd, born February 25, 1963, to Seafarer and Mrs. James Morris Byrd, Prichard, Ala.

Leslie Gloria Krawczynski, born August 24, 1962, to Seafarer and Mrs. Stanley Krawczynski, Heidelberg, Pa.

Gabriella - Gretchen Shapiro, born February 2, 1963, to Seafarer and Mrs. Bernard Shapiro, Brooklyn, NY.

Robert H. Kline, 37: Accidental injuries were fatal to Brother Kline in Matadi, Republic of the Congo, on December 2, 1962. Sailing with the SIU since 1947, he shipped in the deck department. His brother, Thomas Kline, of Columbia, South Carolina, survives. Burial was in Matadi. Total benefits: \$4,000.



John C. Jackson, 36: A heart ailment caused Brother Jackson's death at the Staten Island, NY, USPHS hospital on January 9, 1963. Sailing in the steward department, he joined the SIU in 1948. No next of kin was designated. Burial was at Mt. Olivet Cemetery, St. Joseph, Mo. Total benefits: \$1,000.



Carl P. Saylor, 46: Brother Saylor died at sea of pneumonia while aboard the SS Afoundria on January 29, 1963. An SIU member since 1957, he had sailed in the steward department. His sister, Mrs. Mabel S. Neeley, of Fort Mill, South Carolina, survives. Burial was at Unity Cemetery in Fort Mill. Total benefits: \$4,000.



Welfare \$\$ Are Good Medicine
We can't say the weekly SIU hospital benefits they received are the reason these Seafarers made quick recoveries at the Staten Island USPHS hospital, but the money certainly helped ease their minds of financial worries. Though both are out now, Julian Wilson, AB (above), off the Transglobe, is shown receiving his weekly benefit from SIU Patrolman Lou Iovino, while Fred Peterson, ex-Steel King electrician, counts out his cash benefits.



SEAFARERS in DRYDOCK

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

- USPHS HOSPITAL, NEW ORLEANS, LOUISIANA**
 - Gene Turney Bacon
 - Charles Baker
 - Vernon Battiste
 - Jacob Beukelaar
 - Herman Carson
 - Clarence Collins
 - Enrique Constantino
 - Joseph Cuelles
 - Thurston Dingle
 - Harry Emmett
 - James Faircloth
 - Natalie Pavalora
 - Eugene Gallaspy
 - Frank Halem
 - Howard Herring
 - Sidney Irbly
 - Walter Johnson
 - Leonard Kay
 - Alford Keenum
 - Steve Kolina
 - George LaFleur
 - Harold Laumann
 - Percy Libby
 - Phillip Machling
 - Anthony Maxwell
 - John McCallin
 - Roland Midgett
 - Rosindi Mora
 - James Moyles
 - James Oehlenslager
 - Billy Orbach
 - Troy Pardue
- USPHS HOSPITAL, BRIGHTON, MASS.**
 - Lawrence Campbell
 - Angelo Polatos
 - Edw. Coszowski
 - Charles Robinson
 - Robert Davis
- USPHS HOSPITAL, FORT WORTH, TEXAS**
 - Warren Alderman
 - Gerald Algernon
 - Robert Banister
 - Benjamin Deibler
 - Abe Gordon
 - Joseph Gross
 - Leonard Higgins
 - Thomas Leahy
 - Arthur Madsen
 - Max Olson
 - Charles Slater
 - Willie Young
- USPHS HOSPITAL, FORT WORTH, TEXAS**
 - Claude Doyal
 - William Hampel
- SAILORS' SNUG HARBOR, STATEN ISLAND, NEW YORK**
 - Victor Gonzalez
 - L. A. Baxter
 - I. Damico
- VA HOSPITAL, HOUSTON, TEXAS**
 - Thomas Manion
- USPHS HOSPITAL, MEMPHIS, TENNESSEE**
 - James McGee
- PINE CREST HAVEN, COVINGTON, LOUISIANA**
 - Frank Martin
- US SOLDIERS' HOME, WASHINGTON, DC**
 - William Thomson
- USPHS HOSPITAL, NORFOLK, VIRGINIA**
 - Robert Atherton
 - Grady Carter
 - Flem Clay
 - Lucien Drew
 - Patsy Frango
 - Harry Hayman
 - Oscar Holton
 - Harvey King
 - William Mason
 - Francis O'Malley
 - William Pierce
 - August Princen
 - Clarence Robinson
 - Fonnie Rogers
 - Ebert Solomon
 - Wiley Stricklin
- USPHS HOSPITAL, SAVANNAH, GEORGIA**
 - Clifford Kent
 - John Miller
 - Leslie Sigler
 - Manuel Silva
 - Jack O'Steen
 - John Epperson
 - Richard Johnson
 - Victor Gonzalez
 - L. A. Baxter
 - I. Damico
- USPHS HOSPITAL, SEATTLE, WASHINGTON**
 - Louis Bernier
 - C. Kelleher
 - Russell McLeod
 - John Misakian
 - Edw. Wiedenhoef
 - Angel Ortiz
- USPHS HOSPITAL, SAN FRANCISCO, CALIF.**
 - Paul Arthofer
 - Edward Atkins
 - Harry Baum
 - James Barrett
 - Albert Canter
 - Javinal Fernandez
 - Arthur Caruso
 - Frank Foster
 - Louis Roa
 - Viggo Sorenson
- USPHS HOSPITAL, BALTIMORE, MARYLAND**
 - William Belfield
 - Gorham Bowdre
 - Edmond Brett
 - Jacob Bryan
 - Charles Burns
 - Edward Burton
 - Arthur Cox
 - Austin Daniels
 - Henry Davis
 - Gorman Glaze
 - Vincent Grima
 - Ollie Hargrove
 - Vernin Keene
 - Warren Lewis
 - George Lowe
 - John McDaniels
 - Robert Machlinski
 - Salvatore Messina
 - William Rollins
 - Louis Rosenthal
 - Richard Schwartz
 - Walter Sikorski
 - William Sprole
 - Timothy Sullivan
 - Stanley Vernux
 - Clyde Ward
- USPHS HOSPITAL, STATEN ISLAND, NEW YORK**
 - Adelbert Arnold
 - Richard Asmont
 - Chris Astyfidir
 - John Barone
 - John Burke
 - Servando Canales
 - Louis Cevette
 - Estuardo Cueuca
 - Fernando Dacanay
 - George Daniels
 - Rulof DeFretos
 - Juan Diaz
 - Adrian Duracher
 - Marion Edge
 - Willie Edwards
 - Anthony Ferrara
 - Frank Gallich
 - Kwing Gee
 - Robert Goodwin
 - Walter Grohulski
 - Solo Lepisto
 - William Logan
 - John Milos
 - James Murphy
 - Metro Palubniak
 - Fred Peterson
 - George Pillars
 - Thomas Pilkington
 - Joseph Raymond
 - Floro Regalado
 - Harry Singleton
 - Edgar Smith

Father Receives Son's SIU Benefit



Tracy Stafford (left), father of Seafarer Raymond Stafford, who died in an accident aboard the Afoundria (Waterman) in December on a Mediterranean voyage, receives \$4,000 SIU death benefit from SIU Rep. Pete Drewes at the Detroit hall.

NEW

EVERY THREE MONTHS

If any SIU ship has no library or needs a new supply of books, contact any SIU hall.

YOUR SIU SHIP'S LIBRARY

From the Ships at Sea

The gang on the **Tamara Guilden** (Transport Commercial) is mighty proud of their vessel, according to ship's meeting chairman **Thomas Markham**, who reported to the LOG that the guys are calling her the "Queen of the Dirt Boats." Markham extolls her virtues as follows: She is air-conditioned, with individual quarters for all. There are movies every night and the gang has a recreation room with games and ping pong for everyone. As the largest Diesel under the American flag, she carries 22,000 tons of bulk up forward and develops 9,800 horses aft. Last but not least, the crew has TV to fill out those hours when everything else fails to keep them amused. To hear Markham tell it, the "Queen of the Dirt Boats" reigns supreme with her crew.

SIU crewmembers on the **Penn Exporter** (Penn Export) offer a tip for Seafarers stopping at Freeport, Texas, and suggest they have the engine delegate check all fresh water taken aboard there. Seems the Explorer took on fresh water in Freeport that turned out to be pretty salty when it had to be used. This helpful hint was passed along by ship's delegate **M. J. Wells**.

The galley stove is giving the men on the **Mankato Victory** (Victory Carriers) a hard time and it seems there's nothing to be done about it. Meeting chairman **W. Cameron** reports that lately all the ports and doors have to be kept open to provide a draft for the range because if they are closed, the range backfires and covers the

whole galley (including the food) with soot. They've tried everything they can think of to fix it with no success. Things are as drafty as a wind tunnel aboard the Mankato.

A vote of thanks was offered by the gang on the **Santore** (Marven Steamship) for the way new stores were put aboard the vessel under the SIU Food Plan. Ship's delegate **Louis E. Meyers** lauded the quick action taken on the West Coast after a beef that the ship wasn't carrying the stores required. The ship did not sail until the proper stores were all aboard so that the feeding would be up to style while at sea.



At a recent ship's meeting, Seafarers on the **Choctaw** (Waterman) got a few beefs off their chests about missing shore leave in foreign ports. It seems that after they stopped in one foreign port not long ago, the captain received letters from immigration and customs officials that they were unable to clear the ship for shore passes due to rough weather. A quick look over the side, however, showed lots of small craft and work gangs who were able to use the local waters with no trouble whatsoever, writes **Malcolm M. Cross**, ship's delegate.

Safety aboard the **Pennmar** (Calmar) got a boost from ship's delegate **Pat Conley** who gave a talk on safety precautions at a recent safety meeting. Among other subjects, he discussed using proper ladders, goggles, walking on deck loads, oily and icy decks, and how

'Sea Life' - By Jim Mates



"O.k.y., Goombooskie, enough of the still life. Now let's see you put a little life into this chipper!"

to guard against cable and mooring line whiplash.

After one of the coldest winters to hit the United States in years, the crew on the **Penn Trader**

that the hood on his car had been pried open and a lot of items stolen. Ship's delegate **T. C. Deale** reports that **Kritzler** didn't find time to play a game with the insurance agent, but he will probably appoint the guy "insurance champ" if he gets back some dough to cover his car losses.

A search is underway by the crew of the **Mobile** (Sea-Land) to find an answer to the problem of transportation in Puerto Nuevo, PR, and in Port Elizabethport, NJ. Getting to town in these ports has been proving very difficult and expensive. The crew feels something should be done to eliminate this hardship, meeting secretary **S. M. Zimmer** reports.

The crew of the **Beaugard** (Sea-Land) earned the thanks of shipmate **B. Pappos**, OS. In a communication to the LOG, Pappos expresses his thanks for their many kindnesses after the death of his mother recently.

The **Robin Kirk** (Robin Line) crewmen are working on eliminating the problem of a shortage of stores which has hit the ship.

LA SALLE (Waterman), Aug. 12—Chairman, **B. Kazmerski**; Secretary, **R. Morrow**. All repairs that could be done at sea have been completed. Captain has been cooperative throughout the trip. No beefs or complaints. \$11.41 in ship's fund. Vote of thanks to steward department for a job well done.

MOBILE (Sea-Land), Aug. 26—Chairman, **C. Mazuk**; Secretary, **D. Ruddy**. J. Garrison was elected ship's delegate. No beefs reported. Motion that department heads and key men should be responsible for anything missing since they maintain keys. Suggestion that more beef be served.

DEL NORTE (Delta), Aug. 19—Chairman, **Roy Thomas**; Secretary, **Joseph Goronkie**. Duke Duet elected to serve as new ship's delegate. \$102.95 in ship's fund. No beefs reported.

LUCILE BLOOMFIELD (Bloomfield), Aug. 19—Chairman, **L. Curry**; Secretary, **Larry Santa Ana**. Ship's delegate reported that everything is running smoothly with no beefs. \$1.51 in ship's fund.

DEL MUNDO (Delta), Aug. 8—Chairman, **Jack W. Craft**; Secretary, **C. Jensen**. \$8.30 in ship's fund. All hands asked to try and cooperate in keeping natives out of house. No beefs reported.

STEEL VOYAGER (Isthmian), Sept. 8—Chairman, **H. Orlando**; Secretary, **T. Briggs**. Minor beefs to be taken up with boarding patrolman, \$12 in ship's fund. Steward requested all hands to turn in all cots and extra-linen.

VENORE (Ore), Sept. 8—Chairman, **M. Lahym**; Secretary, **Walter Karzawki**. No beefs reported. Request to have first aid kit inspected in engine room. **Abe Rosen** was elected ship's delegate.

COASTAL CRUSADER 1851 (Suwannee), Sept. 1—Chairman, **Kenny Stener**; Secretary, **Joe Macedonia**. \$27.14 in ship's fund and \$117 in orphanage fund. Ship has very good record. No beefs reported.

OCEAN ULLA (Maritime Overseas), Sept. 21—Chairman, **E. Barnhill**; Secretary, **C. L. Moody**. Two men were left in hospital at Istanbul. No beefs reported by department delegates.

MAIDEN CREEK (Waterman), Sept. 2—Chairman, **James McRae**; Secretary, **Johnny P. Baliday**. Two men missed ship in New Orleans. All repairs completed and everything running smoothly. \$17.45 in ship's fund. Vote of thanks to ship's delegate.

MONTICELLO VICTORY (Victory Carriers), Sept. 2—Chairman, **R. D. Schwartz**; Secretary, **A. P. Calderari**. One man hospitalized in Honolulu. Two men missed ship in Hawaii. Ship's delegate **Hager** resigned. **Jack**

Emerson and **Kritzler**

(Penn Transport) is gloating over their trip down to South America while everybody got frost bite up north. The South American trip kept the Trader warm all winter long, ship's delegate **Stephen Emerson** reports with glee.



The highly-acclaimed "checker champ" of the New Jersey (Seatrains), Seafarer **Fred B. Kritzler**, found that a guy may be a loser at the same time he's champ. After winning his title on the New Jersey's last trip, Kritzler stepped off the dock in New Orleans to find

Long elected new ship's delegate. Vote of thanks to resigning delegate for job well done. Request made that company purchase stores in Hawaii instead of Singapore. Vote of thanks to radio operator for getting news to crew.

CITIES SERVICE NORFOLK (Cities Service), Sept. 18—Chairman, **W. Morris**; Secretary, **J. Thompson**. No beefs reported. \$3.30 in ship's fund.

COTTONWOOD CREEK (Bulk Transport), Oct. 5—Chairman, **J. W. Canard**; Secretary, **J. W. Picou**. Suggestion made that ship's delegate contact New York about draws in bunker ports. Crew should help keep lower passageway clean. Vote of thanks given to steward department for job well done.

ST. CHRISTOPHER (Olga Konow), Oct. 3—Chairman, **Jack Kennedy**; Sec-

retary, **Z. A. Markris**. **Jack Kennedy** was elected as ship's delegate. No launch service. Crew restricted to ship in Bahamas. Department delegates reported everything running smoothly.

STEEL SEAFARER (Isthmian), Dec. 2—Chairman, **A. Odal**; Secretary, **J. O'Donnell**. Ship's delegate reported no major beefs and will see patrolman about water condition. Motion to furnish a baggage room in all halls and to have a time limit of ninety days for gear storage. Suggestion to eliminate travelers checks and give American currency at foreign ports. Crew asked to donate to ship's fund at payoff. Tentative sailing time not satisfactory to crew.

ELIE V (Ocean Cargoes), Dec. 3—Chairman, **H. W. Miller**; Secretary, **G. W. Gapač**. Discussed OT and lodging dispute. Vote of thanks to steward department. No beefs reported.

DEL VALLE (Delta), Aug. 26—Chairman, **Lee Snodgrass**; Secretary, **O. H. Manifold**, **E. L. Odum** was elected to serve as ship's delegate. One man missed ship on sailing day. No beefs reported. Delegate to see chief engineer regarding blowers to be fixed in mess halls, rooms and other spaces in order to get some circulation for midships house.

KEVA IDEAL (Keve), Nov. 9—Chairman, **James Faircloth**; Secretary, **R. V. Gelling**. \$18.25 in ship's fund. Letter

to be sent to headquarters regarding non-delivery of LOGs and communications. Crew is not getting answers to mail sent to headquarters.

COE VICTORY (Victory Carriers), Nov. 4—Chairman, **John Urzan**; Secretary, **Frank Allen**. \$58.07 in ship's fund. No beefs reported by department delegates. Cooperation requested in keeping library and pantry clean.

TWIN FALLS VICTORY (Suwannee), Nov. 5—Chairman, **J. Naylor**; Secretary, **H. T. Larson**. Ship's delegate had to leave ship at Ascension Island. \$97 in ship's fund. Few hours disputed OT to be settled by boarding patrolman. **J. N. DuBoise** elected to serve as new ship's delegate.

BARBARA FRIETCHIE (Winchester), Nov. 4—Chairman, **C. Quintt**; Secretary, **E. Miller**. Ship's delegate reported everything running smoothly.

TRANSBAY (Hudson Waterways), Sept. 9—Chairman, **Robert Myers**; Secretary, **Charley W. Little**. Steward requests that crew return cots to their rooms. Vote of thanks given to steward department for job well done.

JOHN C (Atlantic Carriers), Sept. 23—Chairman, **W. W. Van Dyke**; Secretary, **Floyd McGrath**. No beefs reported. Only complaint is that ship is infested with rats and roaches. This will have to be taken care of in the US.

DEL MAR (Delta), Sept. 30—Chairman, **Clyde Miller**; Secretary, **L. Blanchard**. Ship's delegate reported that two days' lodging can be collected from company office. **Red Cobbs** was elected to serve as new ship's delegate.

COASTAL SENTRY (Suwannee), Sept. 22—Chairman, **J. B. Davis**; Secretary, **Jimmy Messer**. Motion to form committee who should contact headquarters regarding OT checks, and also requesting information on ship's status. Motion made to have ship's delegate contact Captain about gangway watch and the hiring of civilian watchmen. Deck department complaining about Mate not relieving gangway watch.

STEEL ADVOCATE (Isthmian), Oct. 1—Chairman, **John J. Reinos**; Secretary, **George D. Finkles**. Crew reminded that performing aboard ship would not be tolerated. **Domenic Di-Sel** was elected to serve as ship's delegate. Vote of thanks to steward department.

First Born



Seafarer **Bill Cronan** and his wife **Rosalind** are the proud parents of **John M. Cronan II**, born November 2, 1962. John is the Cronan's first child. They make their home in Philadelphia.

Stores were taken aboard for 75 days, they report, but the trip has already lasted over 90 days. A vote of thanks was given to the cooks and the baker for the fine quality of the chow in spite of the shortages.





Members of the Fanwood (Waterman) crew who manned lifeboat to transfer Seafarer Charles Starling to Army transport General Patch were (kneeling, l-r) C. Vassiliou, W. C. Lizotte, ABs; R. G. Garay, BR; Thor Lovass, OS; rear, Joseph Garcia, AB; H. E. Arlinghaus, bosun; E. Alcorn, chief mate; E. Zayas, OS; C. Mogeria, AB; Johnnie Hoggie, baker; C. Donolson, AB.

Fanwood Crewman Dies Despite Transfer At Sea

The gang on the Fanwood (Waterman) reports a rough voyage back from Europe recently that included heavy seas all the way, hurricane force winds, and the death of a shipmate, Seafarer Charles Starling.

In a communication to the LOG, crewmembers H. E. Arlinghaus, bosun; J. Garcia, AB, and Johnnie Hoggie, baker, reported the death of Starling, the Fanwood's third cook, shortly after he was transferred in heavy seas to the army transport General Patch. The transport was on her way to Germany.



Starling

Starling was taken ill on February 24, when he was unable to turn to. As he grew steadily worse, it was decided that he needed immediate medical attention and the captain radioed the nearest ship with a doctor aboard, which turned out to be the General Patch. The Fanwood met the transport on the night of March 9.

Tricky Transfer

The transfer was a tricky one at night and in rough seas, but the SIU crew that manned the lifeboat made it without incident. It took less than an hour to get Starling aboard the transport and to return to the Fanwood.

Crewmembers heard by radio several days later that Starling passed away aboard the Patch, and asked the LOG to help them express their deepest sympathy to Starling's wife and newborn son whom he never got to see.

They also want to express their appreciation to Capt. Strange and the officers of the Fanwood who did all they possibly could to save Starling's life, from taking care of him daily after he was taken sick, to ordering and executing the hazardous, night-time transfer in heavy seas. Starling, who was 36, was a native of Georgia who made his home in New York. He joined the SIU in 1955 and sailed in the steward department.

Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request.

For St. Patrick's Day

Sea veteran Carl Martenson, whose hobby is carving and painting the ships of the past, took time out last month to do this plaque in honor of St. Patrick's Day. The plaque, which was carved from wood and then painted, depicts the flags of the US and Ireland to symbolize the friendship between the two countries. Martenson started



sailing with the old AFL seamen's union on the Atlantic Coast in 1905, and his experience includes many trips round Cape Horn and the Cape of Good Hope on tall sailing vessels.

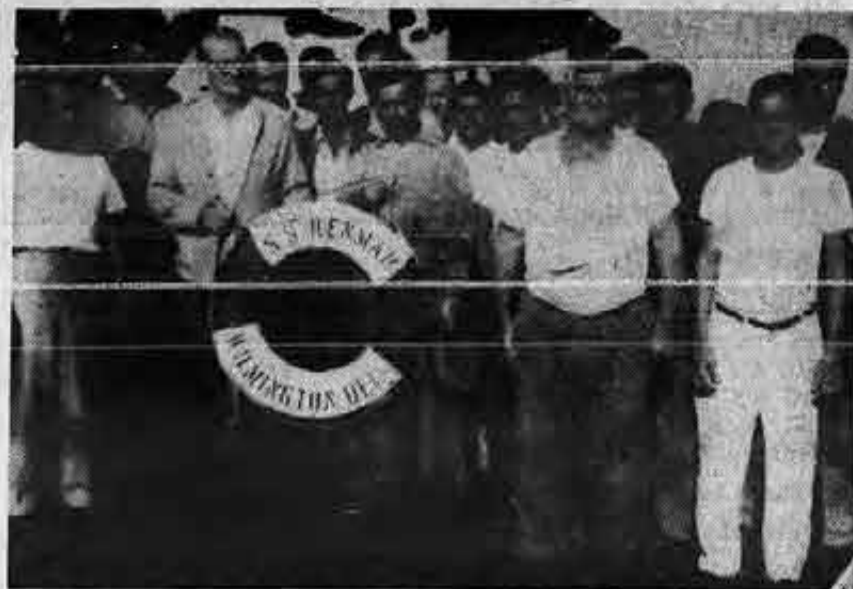
LOG-A-RHYTHM:

Toast

By Alex Breeds

Let's drink a toast for lasting friendship,
For lasting friendship evermore.
Drink to those who are not amongst us,
To those on the far-away shores.
Let's toast to the men who sail stalwart ships,
On their homecoming from distant trips;
Drink to the storm-bound waves at play,
To the evening tide, and the end of day.
Toast the spears of rain and arrows of snow,
To the watch on deck and the watch below.
Let's drink a toast for a change of weather,
For strong men will always drink together.
Drink a toast to the tempest dread,
To the sprays that wash the figurehead.
Let's drink a toast to the mystic night,
And to the forest dark.
Toast to the Aurora in the morning,
And to the song of the lark.
Let's drink to the dancing girls in gaiety,
And to the classic diety.
To the memories that last,
Toast to the ancient ships of the past.
To the sabre and the heather;
For strong men will drink together.

Kenmar Deck Ceremony Marks Shipmate's Loss



SIU shipmates of Seafarer John C. Loffler, who was lost at sea, were photographed on the deck of the Kenmar (Calmar) after observing a minute of silence near the spot where Loffler was lost. Engine delegate Vincent Cipriano sent in the photo.

A moment of silence for a departed brother was observed aboard the Kenmar (Calmar) on December 8, 1962 in memory of Seafarer John C. Loffler, FWT, who was lost at sea about 1,000 miles south of Long Beach, California.

His shipmates gathered on deck to pay last respects to Loffler, who disappeared on the previous day, December 7, while the vessel was enroute from Baltimore to Long Beach. All hands not required on watch were present for the ceremony.

Loffler's disappearance was first

noticed, engine delegate Vincent Cipriano notified the LOG, when Loffler failed to turn to for his regular 8-12 watch after being called. A day-long search failed to turn up any trace of him aboard the vessel or in nearby waters, and he was listed as missing.

In the best tradition of union seamen, his shipmates made a collection to be forwarded to Loffler's wife, Virginia, who lives in Grafton, West Virginia. Loffler, 36, joined the Union at New York in 1948. He was a native of Waukegan, Illinois.

His shipmates also expressed thanks to the skipper and officers for the search effort after Loffler was missed from the ship.



Loffler

Wife Lauds SIU For Hospital \$s

To the Editor:

A short time ago I wrote to the SIU Welfare Plan of the necessity of an operation for myself. At that time it was my belief, and my doctor's also, that it would involve minor surgery and a possible hospital stay of about 48 hours.

Even so my husband, who is himself ailing, and I knew we'd feel the cost of present hospital

All my husband and I can do is express our appreciation and gratitude and teach our son William to always remember what the SIU has done for us and, God willing, when he is a man, to do something for the truly-benevolent union of his father's seafaring days that has twice helped his parents over rough spots in life's way.

I was in the hospital over 10 days and the issue was more serious than I like to think. But my doctor saved me and a good friend took me to her country home to recuperate faster.

In my heart is such gratitude to God for giving me back my life, which I dedicate anew to caring for my ailing husband and to our son. I am grateful to my doctor and the SIU. God bless you, everyone.

Helena Morejon

Offers Thanks For SIU Assist

To the Editor:

I would like to say thanks to the SIU at this time for the many benefits received in the past while in the hospital, and also the benefits received in years past for our two children. These kindnesses are deeply appreciated.

To all of you who were so interested in the welfare of my family in the past, I would like to pass on some good news about our family.

We are now the proud grandparents of Patricia Ann Easterling, born March 18 at Slidell (La.) Memorial Hospital, to Mr. and Mrs. A. Easterling, and only a few weeks ago, on February 26, William Richard Wilkerson, Jr., was born to my husband's stepson, Airman 1c and Mrs. William R. Wilkerson, at Everett, Wash.

We're so glad to give you some good news from all of us here in Pearl River.

Mrs. William E. Swilley

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.

rates and doctors' fees, so we applied to the Welfare Plan, hardly daring to hope for help because we had already received a great deal of help from the Plan last year in Miami. At that time the SIU came forward promptly and generously for Mr. Morejon's serious operation.

But again, your kindness quite overwhelmed us. When the telegram came to the Hotel Dieu where we were staying it took a great load off our minds. We were already considering how we could possibly raise the necessary cash. Our resources are so modest, our little home heavily mortgaged, and we have an 11-year-old son to care for.

So again, as so many others have done, I say God bless the SIU, both officers and members. The "fellowship of the sea" is truly a marvel to me. It has blessed my life twice now and I can never forget it.

for SIU MEMBERS!



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SHORE WEAR & SEA GEAR SEA GEAR & SHORE WEAR

IN THE NEW YORK & BALTIMORE HALLS

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

West Coast SIU Meetings

SIU headquarters has issued an advance schedule through June, 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
April 15	April 17	April 19
May 20	May 22	May 24
June 17	June 19	June 21

Co's Push 'Fitness' Scheme

(Continued from Page 2)

quently more than one for the same individual arising out of one incident. An "accident report" today on John Doe may be amended to an "illness report" tomorrow, but both go into the count separately. If Doe has his hand swabbed with antiseptic by the mate twice in the same week, it goes into the book very often as two separate events—it's the fielder's choice on whether it's one "accident" and one "illness" or two of one or the other in MIB records.

The Bureau's records are also based on total merchant marine jobs, not seamen, there naturally being a vast difference between the two.

Job turnover, rules in some unions restricting the amount of time seamen can sail because of the declining number of jobs, and other factors — vacations, deaths, retirements, dropouts and new entrants are normal in the industry. MIB says there were some 43,000 accident and illness "reports"

in 1962, as against 48,000 jobs—compared to 41,000 "reports" in 1951 covering 86,000 jobs, a 1951 ratio of 47.5 percent.

Actually, then, the difference between the 1962 and 1951 ratio is not as significant as it seems, particularly as the shipping companies today report every band-aid case, sore throat and runny nose just as regularly to the MIB as more serious happenings. Marine Index even points out in its 1962 report that the serious incidents continue to decline — thanks to union and company safety programs, such as the SIU has had with its operators since 1956.

The SIU safety program, in combination with the use of medical centers, since 1957 for regular check-ups of seamen and to detect symptoms of serious illness before they become disabling, has obviously contributed heavily to this result.

Yet many major companies continue to cite the discredited Marine Index figures — hoping to spark new Congressional and Coast Guard action against seamen. At the same time, management still resists setting up health and safety programs jointly with the unions representing the seamen on their ships, since this would rob them of a handy issue.

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PERSONALS and NOTICES

Monte Fila
Contact Ed Piela, 43 Mt. Pleasant Ave., Wallington, NJ, or phone him at Geneva 8-3658 regarding your intentions, so he can decide what to do.

↓ ↓ ↓
Claude W. Pritchett
Get in touch with your family in Alberta, Va., as soon as possible.

↓ ↓ ↓
Thomas J. Brandy
Your mother, Mrs. T. J. Poston, 1224 East 55 Street, Savannah, Ga., asks you to contact her as soon as you can.

↓ ↓ ↓
Rachel Mangina would like to express deep appreciation to Santore Gross, Duke, Snow and Fritz Bantz, all of Baltimore, for their past assistance and help regarding Henry T. Buckner.

↓ ↓ ↓
Raymond Jesse Bolling
EX-SS Sword Knot
The above-named or anyone knowing his whereabouts since voyage in 1959 is asked to contact Mrs. C. A. Popowe at 2070 Monitor Ave., Long Beach, Calif., or to

SIU BULLETIN BOARD

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

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

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

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

EDITORIAL POLICY--SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1950 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

call 437-2615 in Long Beach, as this is on an urgent matter.

↓ ↓ ↓
Gordon G. Ray
You are asked to get in touch with Charles C. Castles, attorney, 1013 Continental Building, Houston 2, Texas, telephone CAPitol 5-1824, at your earliest convenience.

Arno (Boots) Peura
Get in touch with me as soon as possible. C. M. G. Poss.

↓ ↓ ↓
Jose Ferenc Ferenc
The above-named or anyone knowing his whereabouts is asked to contact the Spanish Consul Gen-

eral, 515 Madison Ave., New York 22, NY, which has had an inquiry about him from his wife, Mrs. Marina Guerrero of Gijon, Spain.

↓ ↓ ↓
Bob Schafer
Get in touch with Pat Driscoll, USPHS Hospital, Staten Island, NY.

Sea Safety Pact Still Adrift

LONDON—An outgrowth of the collision of the passenger liners Andrea Doria and Stockholm off the Massachusetts coast seven years ago, a new international set of rules on safety at sea was recently accepted by the Greek government, but is still not in force throughout the world.

Ratified by the US Senate last year by a 74-0 vote, the agreement known as the International Convention on the Safety of Life at Sea was signed at a world maritime safety conference here three years ago. Four more countries, including two each having no less than one million tons

of shipping, must accept the convention before it can be enforced. Although delegations from 55 nations attended the conference, only 13 have so far accepted anti-collision rules that stemmed from it.

The Maritime Safety Committee of the Inter-Governmental Maritime Consultative Organization, a

United Nations agency, has expressed concern over the slow rate of acceptance to date. At the same time, the committee drew attention to regulations on the use of radar to avoid collisions and praised the initiative of countries which have already issued notices to mariners about radar regulations without waiting for the revised anti-collision regulations to come into operation.

The new convention updates the agreement of 1948 with a number of important improvements to cover changes in marine machinery and electrical equipment, particularly on steering gear in passenger and cargo ships. A prohibition also has been made against using fuels with low flash points as a means of increasing fire protection requirements and bringing them in line with those of the US.

Separate recommendations to ensure proper precautions with all types of bulk cargoes, especially grain, have also been made.

\$4,500 In 'Money Due' For Delta Seafarers

NEW ORLEANS—Seafarers who shipped with Delta Lines up through the end of 1962 have a total of \$4,542.95 coming to them as unclaimed wages in amounts ranging from 73 cents up to \$108.20. The list below covering over 500 Seafarers shows that many are in the \$15 to \$60 dollar range. Only three have money due of less than one dollar.

Those named on the money due list should write directly to Delta Steamship Lines for the amount due, giving their name, Social Security number and a forwarding address. The company's address is 1300 Hibernia Bank Building, Post Office Box 50250, New Orleans 50, La.

Table with 2 columns: Name and Amount. Lists names of seafarers and their corresponding wage amounts, such as Aches, Edward P. (3.74) and Adams, James J. (15.62).



Helping to end successful strike action, members of SIU affiliates in Chicago joined lines of Sheet Metal Workers during 22 days of picketing. Pictured (l-r) are Mike Jakobowski, Al Yorkonis, Leonard Glatman and Charles Moses.

Strike, Consumer Boycott Wins First Hotpoint Pact

CHICAGO—A 22-day strike ended March 15 with a victory for Sheet Metal Workers Local 571 over the Hotpoint Division of the General Electric Company, which signed

the first union agreement in its 56-year history.

The 30-month contract has no immediate wage increase but provides for two wage reopeners—the first next July 15 and the second in August, 1964. The pact also includes a provision to arbitrate layoffs, recalls and promotions, plus a guarantee of a minimum of 21 days' protection against permanent replacement for employees who strike on an unresolved grievance or dispute.

A September, 1963, reopening allows the union to seek progress in union security, arbitration, benefits other than wages and various other issues.

Agreement was reached after Federal mediators brought company and union officials together for three days of bargaining and after strikers had begun receiving strike benefits from the Sheet Metal Workers International Association. Benefits were paid to non-members as well as union members by waiver of a clause in the international's constitution.

A whirlwind boycott campaign against Hotpoint-GE products and an effective three-week picketline helped dent the company's historic "no concession" policy. Hundreds of members of other AFL-CIO unions, including members of SIU affiliates in this area, joined the picketline or gave their time on Saturdays to distribute "Don't Buy" leaflets to over 500 retail stores in 28 major US cities.

Over 2,000 workers walked out when the strike was called February 22, and the walkout progressively slowed Hotpoint production, a Local 571 spokesman said. Ratification by local members was almost unanimous in accepting the company's offer, which included 21 changes and modifications of its pre-strike proposals.

Local 571 won a National Labor Relations Board election last May, but for eight months Hotpoint refused to budge from its original proposals. Faced with this attitude, the union went out on strike in February under authority previously voted by the membership.

Advertisement for 'CHANGING ADDRESS ON LOG-MAILING LIST? INCLUDE POSTAL ZONE NUMBER' with an illustration of a person pointing to a map.