Vol. XXVI

SEAFARERS LOG

March 6

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

JOINT SEA UNION STAND WINS IN WAIVER FIGHT

ILA Ends Red Wheat Boycott

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President Thomas W. (Teddy) Gleason of International Longshoremen's Association announced end of Red wheat boycott after labor-Government accord was reached on 50-50.

Court Upholds MTD In Grain Ship Picketing

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Seafarers' Tax Guide For 1963

Story On Page 9

Seafarers Save Refugees From Azores 'Quake

Heroic crewmembers (right) from lifeboat crew of Steel Director, which rescued 22 persons from earthquake on island in the Azores, are (l-r) Jack Oosse, Richard Spence, Julian Hickos and Stanley Partyka, with SIU Patrolman Steve Zubovich on arrival in NY. At top are some of the survivors while still aboard vessel. (See story on Page 5.)



NY Court Upholds MTD In Picketing **Against Wheat Ship**

ALBANY, New York-The right of American maritime labor to set up and maintain informational picketlines around foreign-flag vessels in US ports was upheld last week by the

New York State Supreme+ verses a ruling in December which granted an injunction to Cargill, Inc., a major grain SIU picketed in US ports last exporter, halting informational picketing by the AFL-CIO and for financial dealings which Maritime Trades Department of led to the collapse of the the West German vessel Poseidon. Kulukundis-owned Bull Line and

The MTD picketing of the other US-flag companies, Poseidon protested the loading of grain for Hungary under waiver procedures established by the Federal Government. The waivers ported the position of Union atallowed Cargill to use foreign torneys that a United States Suships for transporting cargoes of grain that we supposed to move Federal labor law could not be on American ships.

In granting the waivers at that time, the Government allowed the company to bypass American ships almost completely, and ignore by American unions against forassurances that 50 percent of all eign vessels for informational wheat shipments to Soviet bloc nations would be carried on USflag vessels.

The injunction against the Poseidon picketing was granted in spite of the fact that the right of American seamen to picket foreign ships for informational purposes had already been estab-

Type Minutes When Possible

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

Court here. The decision re- lished by court decision in several state jurisdictions. These included foreign-flag vessels of the Kulukundis interests which the year for having traded with Cuba

picket the Pleiades in Seattle, a Superior Court judge fully suppreme Court decision in 1963 that applied to cover the "internal management and affairs" of foreign vessels with alien crews, did not rule out protest picketing purposes.

This view was also the basis of a decision in the Civil District Court at New Orleans over the SS Castor, another foreign-flag Kulukundis vessel.

Both rulings were again upheld in the latest decision on the Poseidon picketing in Albany. Judge Louis G. Bruhn ruled that the State Supreme Court did not have jurisdiction and should not have granted an injunction against the MTD picketing of the Poseidon. The injunction was granted less than three hours after the picketline went up on December 9, 1963, and enabled the vessel to sail with its wheat cargo,

In upholding the SIU's right to

Gathered together to tally the results of SIU referendum balloting on the dues increase proposal (I-r) are Eugeniusz Sieradzki; Edgar Anderson, committee chairman; Angelo Romero, Benny Skorobogaty, Fred Bentz and Rudy Leader. All members of the tallying committee were elected at a special meeting in headquarters on February 24.

Seafarers Okay Dues Rise

man rank-and-file tallying+ committee elected after the proposed in a resolution adopted Baltimore and Mobile. close of voting last month.

Passage of the referendum ballot increases SIU dues \$10 per quarter from the present \$20 to \$30 per quarter, effective January 1, 1964.

In all, 3,764 Seafarers cast secret ballots during the voting period that began January 20 and ended February 18.

The official report of the union tallying committee elected at a special meeting in headquarters last week to conduct the tallying and certify the results shows 2,-936 votes for the increase and 714 opposed. There were 103 voided ballots and 11 blank ballots cast.

The tallying committee report notes that the ballots voided because of procedural errors in the balloting could in no way change the outcome of the voting.

After the balloting was completed, the tallying committee picked up the ballots from the Royal National Bank of New York, which served as repository for the ballots during the voting period. The committee was composed of Edgar Anderson, Jr., A-348; Frederick Bentz, B-1128; Eugeniusz Sieradzki, S-1259; S-1203; Boleslaw Skorobogaty, Cecil Leader, L-6, and Angelo Romero, R-616.

Balloting on the dues increase was conducted in accord with the sonnel who have at least three SIU constitution, which provides years of seatime in a rating above for the election of a rank-and-file third cook can get further details polls committee each day in all by contacting Earl Shepard, ports where voting is conducted. Chairman, Seafarers Appeals Balloting was conducted in 16

The dues increase was originally

NEW YORK—Seafarers have approved a secret ballot referendum on a pro-posed increase in membership dues for the SIU Atlantic, Gulf, Lakes and Inland Waters District by a 4-1 margin. The approval was announced here Monday, March 2, by a six-

> at the regular membership meeting at headquarters on December mended by a rank-and-file com-2, 1963. It was then carried at sub- mittee elected at that time and sequent regular meetings in Hous- approved at special meetings in all

Balloting procedures

ton, New Orleans, Philadelphia, ports then went into effect.



Ever since the Seafarers International Union was established, a quarter of a century ago, Seafarers have been fighting continuously to protect their job opportunities and to safeguard the American-flag merchant fleet which is the source of their employment.

Most recently, this fight has been concerned with the sale of wheat and other grains to Russia and its satellites, and particularly with the attempts of certain powerful grain shippers and certain Governmental agencies to deny to US-flag vessels a fair share of these cargoes.

As the news stories in this issue point out, the SIU and other AFL-CIO maritime and waterfront unions achieved an important victory in the battle over the wheat shipments last week when the Johnson Administration announced that it would act to implement the requirement that 50 percent of the grain shipments to the Soviet Union be carried in American bottoms.

This official recognition of the fact that American ships and American seamen are entitled to a fair share of participation in their country's foreign trade-particularly when the transactions originate with their own Government-constitutes, as we have said, a significant gain for American seamen, in and of itself.

But there is a greater importance to the settlement which was reached as a result of the wheat dispute-and that is recognition of the fact that many problems beset the American merchant marine, and that these problems deserve the closest joint attention of Government, management and labor if any solution to them is ever to be achieved.

This, as all Seafarers should know, is a theme upon which their Union has been pounding for many years. Last year, for instance, we were faced with attempts to hang around the neck of maritime labor the responsibility for poor labor-management relations in the maritime industry, and to hamstring maritime labor, in its dealings with management, by passage of a compulsory arbitration bill.

This proposed legislation was eventually pigeon-holed, but only after the SIU and the Maritime Trades Department, in appearances before the Bonner Committee, had pointed out that the proposed legislation would solve none of the basic ills of maritime.

The SIU has, over the years, consistently pointed out a variety of these fundamental ailments of our maritime industry—the antiquated nature of certain aspects of the Merchant Marine Act of 1936, the inequities of our subsidy program, and the maladministration of our Cargo Preference Act, to cite only a few.

Up until now, however, because of lethargy, indifference, and sometimes open hostility, progress in achieving recognition of these problems has been painfully slow. It has always been easier and more convenient to make labor the scapegoat for maritime's maladies-and evade the real problems which the industry faces.

It is significant, therefore, that one of the provisions of the grain settlement calls for the establishment of a tri-partite committee of labor, management and government officials-including the Cabinet secretaries of several Federal departments-to consider all complaints relating to subsidy matters, automation procedures, labor difficulties, contracts "or anything else to do with the American merchant marine."

Thus there is now hope that American maritime labor, for the first time, may find a proper forum for the expression of its views, rather than the closed door and the deaf ear with which it so often has had to contend.

Just how effective this apparatus will be will depend, of course, on the manner in which the program set forth in the agreement is implemented. Seafarers may rest assured, however, that their Union will exert every effort to see to it that this program is implemented in the manner most conducive to the preservation of the US-flag merchant marine and the protection of the American seaman's livelihood.

Vigilance in the future, as in the past, will continue to be our watchword.

Job Preference Set June 15 Under Steward Recertification

NEW YORK-The Seafarers Appeals Board has announced that chief stewards who have completed refresher courses under the Steward Department Recertification Program will

be given preference in ship-; ping out of the Port of New York after June 15, 1964. A refresher school for SIU

chief stewards as part of the Steward Department Recertification Program was started in the Port of New York during the fall of 1962.

Since New York is the only port where such a school is mainained, the job preference pro vided for under the shipping rules can only be put into effect in that port, according to the SAB

The shipping rules under the contract between the SIU and its contracted operators provide for special job preferences to those who possess a Certificate of Recertification from the Steward Department Recertification Program.

Developed over a long period, the stewards' school is the result of recommendations by a rankand-file committee of stewards in 1960, which were subsequently approved by the Union membership at SIU port meetings. It features both classroom and field work in an attempt to upgrade the skills necessary for a chief steward's

Instruction in the school normally extends over a period of 60 days. For purposes of seniority, training time is considered as seatime, so there is no penalty for coming ashore or remaining!

on the beach to attend the school. SIU steward department per-Board, 17 Battery Place, Suite SIU ports. 1930, New York 4, NY.

Visitors From Taiwan



Shown here getting a briefing from Headquarters Representative Dan Butts are S. C. Chao (left) and H. H. Chow of the China Merchants Steam Navigation Company. The representatives of the Chinese shipping company on Taiwan were visiting New York Headquarters to study SIU education and training procedures.

Ship Total

NEW YORK - Another four SIU-manned vessels have been added to the list of US-flag ships scheduled to carry wheat shipments to the Soviet Union and satellite ports, since a list of 12 such ships was published in the

SIU ships still make up the bulk of the US vessels committed to the wheat movement. Loading got underway again last week, after cott brought Government guarantees that the 50 percent cargo minimum for US-flag shipping would be upheld.

SIU-manned ships recently added to the list and due to load in Atlantic or Gulf ports for delivery to Baltic and Black Sea ports are the following: Norina, Washington Carrier, Council Grove and the Cantigny.

Ships previously scheduled were the Chilore, Columbia, Ocean Ulla, Ocean Anna, Spitfire, York, Transerie, Transhartford, Marine, Venore, Transorleans and Niagara.

The Niagara and the Transorleans have both sailed. The Transorleans left Boston last week for the Baltic and the Niagara loaded on the US West Coast for the USSR's Pacific Coast port of Nakhodka.

Draft Limit Springs Leak

MOSCOW-A US delegation of industry and Government officials flew to Russia last week, and reported almostimmediate accord on use of deep-draft US ships for the wheat movement to Russian Black Sea ports. After the earlier announcement by American grain companies that Soviet ports on the Black Sea absolutely could not handle drafts in excess of 32 feet, the top-level mission was organized to come here and talk over the situation with the Russians themselves. An accord was reported the day after the Americans' arrival here, upholding the maritime union contention that the draft limit was merely another move by the grain companies to keep large American ships out of the wheat movement.

SIU Wheat Showdown Fight By Sea Unions Gets Gov't Action On 50-50

WASHINGTON-The AFL-CIO maritime unions have scored an important victory in their fight to assure American-flag ships of a fair share of the Russian wheat shipments and other cargoes. SIUNA President Paul Hall and Executive Vice-President Morris Weisberger represented the SIUNA in the development of a joint position with the International Longshoremen's Association and the National Maritime Union to halt bypassing of US vessels in the transport of grain to Communist nations.

As a result of the dramatic fight and stand taken by the SIU, ILA and NMU, during which the longshore-

men refused to handlet all wheat shipments to Russia, the Government including President Lyndon Johnannounced here last week that son and AFL - CIO President it would act to assure resoluthe successful end of an ILA boy- tion of the issues presented by the unions, by implementing the requirement that 50 percent of

The Government's action, and

cussions and conferences between | Secretary of Labor W. Willard union and Government officials, George Meany.

ILA Proposals Adopted

The plan to resolve the issues raised by the unions was in line House and, after communication with a set of proposals which was grain shipments to Communist submitted by ILA President President Meany, announcement bloc nations be carried in US Thomas W. Gleason and which of the settlement was issued . represented the joint position of Gleason, Hall and Joseph Curran, for: the end of the wheat cargo boy- president of the NMU. The union cott, came after a series of dis- proposals were submitted to US

Wirtz in Bal Harbour, Fla, last week.

Discussions followed on these proposals between Wirtz, Gleason, Hall, Weisberger and Curran. Wirtz then reported to the White between President Johnson and

The settlement provisions called

· All future shipment of grains to Russia to be made with a minimum of 50 percent carried in US-flag vessels.

· Substitution of other cargoes to make up for the 128,000 tons of wheat which the Maritime Administration had permitted to be carried on foreign ships, but which should have gone on US vessels under the 50 percent requirement.

. At least one-half of the wheat sold by Cargill, Inc. to Russia to be carried in American bottoms.

. Establishment of a mechanism wherein the maritime unions, management and Government would be represented, to discuss all issues involved in the shipment of grain to Communist bloc nations and the shipment of Public Law 480 grain shipments to friendly nations.

Public hearings, if requested by the unions, would be held on any aspect of these shipments.

The agreement also calls for the establishment of a committee to include President Johnson, Meany, Secretary Wirtz and Maritime Administrator Nicholas Johnson, whose principal function would be to review the shipment of American grains to Russian satellite countries.

Hall said that the unions "have succeeded in making our point that American seamen have been victimized by the policies of Government agencies in bypassing Presidential and Congressional intent that 50 percent of the cargoes involved are to be carried in American ships. The settlement takes care of the immediate problem and lays the basis for resolving many issues confronting the maritime industry.

"However," Hall said, "we will continue to exercise vigilance as our experience tells us we must, to see that American shipping cussions with other union and gets its proper share of these

cargoes," The unions' stand was touched longshoremen would not load the President Kennedy last October Scotto and Willie Murphy, Inter- off several weeks ago when Hall, national Executive Vice-President Gleason and President Jesse Cal-

(Continued on page 5)

Firm ILA Stand Sparked Win In Grain Cargo Fight

The International Longshoremen's Association role was a key factor in the successful fight of AFL-CIO maritime unions against the bypassing of American vessels in the ship-

ment of wheat to Russia. was afoot to favor foreignflag shipping over US vessels in the transport of the wheat, the ILA position was set forth clearly and positively. ILA President Thomas W. (Teddy) Gleason, an executive board member of the AFL-CIO Maritime Trades Department, strongly protested to the Maritime Administration any walving of the 50 percent rule, as requested by the Continental Grain Company.

Warned Of Action

In a wire in which he was joined by SIU President Paul Hall and President Jesse Calhoon of the Issues. Marine Engineers Beneficial Association, Gleason warned of immediate action in the event of a granting of the waiver request.

As a result of the unions' stand, the Maritime Administration called Government, management and union representatives were invited. It was at this meeting that Gleason pledges. pointed out that unless 50-50 was observed in the wheat shipments, cargoes.

When the Maritime Administra-

apparent that a policy switch ships to carry American vessels' cials that the 50-50 rule would be share of the wheat cargoes, Glea- observed. son, during the MTD Executive Board meeting at Bal Harbour. Fla., publicly announced that he almost immediately. Nine vessels, was calling upon the longshoremen both foreign and US-flag, which to refuse to handle the cargoes.

> The ILA boycott prompted Secretary of Commerce Luther Hodges, whose agency had been among those responsible for violating the 50-50 requirement, to say that the ILA was attempting to make Government policy - a charge that was quickly picked up tional Maritime Union brought by editorial writers on a few news- forth widespread endorsement by papers who knew nothing of the

Gleason put the issue clearly by pointing out that the ILA, rather seeing to it that Government policy was carried out by the Commerce a meeting to which all interested Department and other agencies which were gullty of evading toplevel Government policy and tation of the boycott, and the dis-

Kennedy Guaranteed 50-50

Gleason gave a reminder that had stated that the wheat shipments were to be carried in Ameriition granted waivers permitting can vessels and that the ILA had izer Fred Field.

From the moment it became | Continental Grain to use foreign | been assured by Government offi-

The effectiveness of the longshoremen's action was apparent were to pick up wheat in Gulf and East Coast ports for shipment to the Soviet Union, were tied up by the time the settlement of the issue was reached last week.

Joint Action Endorsed

The ILA action and its joint stand with the SIU and the Nathe general public, Federal and state legislators, trade unions and other organizations. Virtually all of these expressed sympathy with than attemping to set Government the fight to protect the jobs of policy, was in fact intent upon American maritime workers and the future of an essential industry.

ILA officials who participated with Gleason in the development of the ILA position, the implemen-Government officials were International Vice-Presidents Anthony John Bowers and General Organ- hoon of the Marine Engineers



Boston SIUNA Fishermen THE INQUIRING SEAFAR Win Solid Contract Gains

BOSTON-The SIUNA-affiliated Atlantic Fishermen's Union has reached agreement with fishing boat owners here on a new contract covering 600 Boston fishermen. The union's new contract with the Federated Fishing Boats of New England, the boat owners' or-

ganization, was signed last* Friday, February 28, in the new agreement, the AFU fisher- cent for their health and welfare tion Service.

Terms of the pact now go to the union's contract committee for approval and then to the membership -for ratification in secret ballot vot-

The new agreement was hammered out by union negotiators, headed by President James Ackert, in a showdown session with the fishermen had overwhelmingly for three consecutive days in the wind-up before the terms were agreed upon.

State Conciliator David Grodsky assisted in bringing union and boat owner representatives together, the climax to months of work by the union. The AFU had reopened the old contract on March 26, 1963 for adjustments.

In the end, the union won all the demands it had put forth at the outset of the talks. Under the

Record Year For Boating

NEW YORK-A record \$2.5 billion was spent by 38 million Americans on most phases of boating last year according to a report issued jointly by the National Association of Engine and Boat Manufacturers and the Outboard Industry Associations.

The annual report listed the outlay for new and used boats, motors, accessories, safety equipment, fuel, insurance, docking fees, maintenance, club dues, storage and repairs.

The report also disclosed that an estimated 7.5 million recreational boats were in use in 1963. The figure, derived from a survey of state registrations, industry sales information and partial estimates by state government boating authorities, indicates the fleet makeup as being as follows: 813,-000 inboard motor boats; 4,239,000 2,131,000 rowboats, prams, ding-

Customs House offices of the men will receive an increase from fund or, as an alternative, they will Federal Mediation and Concilia- \$5 to \$7 a day in maintenance and have the current deductions for cure when unable to work due to radar and sounding machines on sickness. Crewmembers on fishing the vessels eliminated from the boats will also get the equivalent lay. They will vote for one or the of a lumper's pay on the day of dis- other of these two proposals in the charge of fish in the event of a secret balloting, which is expected

an increase of one-half of one per- Dec. 15, 1965. .

in about two weeks.

The fishermen will also receive The new contract will run to

the boat owners, after they were recently informed that the Boston Rio Grande Rescue voted to take a strike ballot. The meetings went around-the-clock Gefs Legion Award

NEW YORK-Crewmembers and officers of the SIUmanned Rio Grande were awarded a "citation for meritorious service" here last week for their part in rescuing survivors

in the Lakonia disaster. The+ citation was presented at a istry hopes to submit its findings luncheon sponsored by the to the Supreme Council on Mari-American Legion.

The citation was presented to officials of the American Asia Lines, Inc., owners of the Rio Grande, by the Robert L. Hague Merchant Marine Industries American Legion post. It was accepted by company officials on behalf of the vessel's officers and crew.

The Rio Grande was part of the fleet of rescue ships that converged on the Greek Line's Lakonia when she burned and sank in the Atlantic southwest of Lisbon on Dec. 23rd with a loss of over 100 lives.

Seafarers predominated on a 12man lifeboat crew which saved 76 persons, mostly women and children, from the water. Notable of many acts of bravery by Seafarers during the rescue operations was the action of ship's delegate Paul Magro who joined 3rd mate Ed O'Donnell and 3rd assistant engineer Finn V. Grested when they jumped into the water to assist survivors in the Lakonia's swamped boats.

Over 900 of the 1,041 passengers dramatic sea rescue.

Meanwhile a formal inquiry into the disaster is underway in Athens, Greece. The investigating committee is studying witnesses' statetime Accidents in several weeks.

SIU Tug Co's

NEW ORLEANS-Two SIU-Inland Boatmen's Union-contracted companies, Dixie Carriers and Coyle Line, have been given authorization by the Interstate Commerce Commission to operate between points along the Mississippi River Gulf Outlet channel extending from the inner harbor navigation channel here through Breton Sound to the Gulf of

In addition to the two SIU-IBU companies, permanent authority to provide service at points along the newly-opened channel was granted to the following carriers: Union Barge Line Corp., Gulf Coast Towing Co., Federal Barge Lines, Inc., Sioux City and New Orleans Barge Lines Inc., Blue Stack Towing Co., on the Lakonia were saved in the Baton Rouge Coal Towing Co., American Commercial Barge Line Co., and A.L. Mechling Barge

Lines Inc. The ICC order said the water carriers all began to service points outboard boats; 495,000 sailboats; ments of what took place on the along the Gulf shortly after it was stricken vessel during the disaster, opened to commercial traffic last



Accepting a citation for "meritorious service" on behalf of crewmembers and officers who took part in the rescue operation on the Rio Grande, are Stanley Ungar, president of Rio Grande Transport, owners of the vessel and A. Aadel, president of American Asia Lines, who are the charterers of the Rio Grande. Making the presentation is Post Commander William Horan of the Robert L. Hague Merchant Marine Industries Post, American Legion. Shown (I-r) are Captain Broach, US Coast Guard; Ungar; Horan; Aadel; and Captain George B. Lesch, operating manager, American Asia Lines, ... the among shorters 42 hours and

Would you be interested in a trip to Russia now that the wheat shipments have been cleared?

George S. Foley: Sure I'd like to | James Black: I'd like to make

in the way of a new experience. I'm curious about Russia and I'd like to see the place. I was in Murmansk at the beginning of World War II, but I haven't

been back since then. I imagine things have changed quite a bit since those

Harry Early: I'd like very much to go, especially since I was there

a lot before and during -the war. When we were in Leningrad in 1937, they wouldn't let us off the ship, I'm pretty sure they would permit the seamen to come ashore and look

around, although they would probably supervise them closely.

John Galloway: I don't want to make the trip because I've been

reading and hearing about the restrictions that have been put on the US seamen when they hit shore in Odessa. If I did go, I'd want to meet the people without any su-

pervision by anybody. I'm sure the Russians would be very interesting time in the future because I am

to get to know.

go, It would be really something the trip to Russia very much. It



would be a very interesting experience, since we've heard all that talk about them. I'd like to meet the Russian people and see how they feel about the US. I think I'd get

along OK with them since they would probably be friendly to the American seamen.

1 1

Felix Serrano: Yes, I want to go to Russia. Like everybody else in

the Union I'm looking for a chance to make some money. Anything that I could find in Russia, I know that I would be able to find anywhere else. As far as the recep-



tion we'd get on shore goes, you just can't tell what kind of treatment we would get,

Al Maisonet: I wouldn't be interested in the trip to Russia be-



cause it's too long a trip. My family is back in New York and I always try to stick as close to them as possible. I might look into the idea of going to the Soviet Union at some

sort of interested in seeing it.

US Trade Surplus Hits Record Total

WASHINGTON-United States trade spurted to a \$5.1 billion surplus last year, the Census Bureau has reported. Unusually heavy second half of the year exports pushed the

surplus over the \$5 billion+ mark for the first time since materials, manufactured goods and

The 1963 figure exceeded the previous year's surplus of \$4.6 billion, but falls short of the 1961 high of \$5.4 billion. The biggest surplus in recent years-about \$6.2 billion-was registered in

US exports last year reached an all-time high of \$22.3 billion, a six percent jump over the 1962 total. Imports totaled \$17.2 billlon, also a new peak and a five percent rise over the 1962 amount.

The trade surplus took business experts by surprise, as most had predicted a \$4.8 billion surplus on the basis of figures of the first 11 full year.

The December gains were paced by industrial raw materials, machinery, transport equipment and other manufactured products.

The biggest portion of the US export total, \$6.8 billion, was supplied by machinery and transport equipment. This represented a \$270 million gain over 1962.

The biggest gain made by any product was turned in by edible agricultural exports which shot up \$390 million to a total of \$3.6 billion.

Other substantlal increases were made by industrial raw

fuels. Chemicals rose four percent to nearly \$2 billion, but fats and oil barely managed to exceed 1962 figures.

The total figure, as presented by the Census Bureau, includes government-financed exports such as surplus farm goods for foreign exchange, but excludes military and economic assistance grants.

The census figures generally differ from the Commerce Department's reports, since the latter do not consider military shipments moved through the Defense Department as a commercial transaction.

months and projected over the SEAFARERS LOG March 6, 1964 Vol. XXVI, No. 5



PAUL HALL President

HERBERT BRAND, Editor; INWIN SPIYACE, Managing Editor; BERNARD SEAMAN, Art Editor; MIKE POLLACK, NATHAN SKYER, THOMAS LAUGHLIN, ROSERT ARONSON, DONALD BROWN, Staff Writers.

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NY Begins Seniority Program

NEW YORK - The Seniority Upgrading Program which has been inaugurated by the Seafarers Appeals Board got underway this week with 29 men participating.

Applications are now being accepted from qualified Seafarers by the SAB for the next 30-day upgrading program, which is expected to begin in the Port of New York on April 6.

The SAB announced the upgrading program for Seafarers last month, based on a Unionshipowner survey of manpower needs in all ports and the number of men shipped to fill jobs on SIU-contracted vessels during 1963. SAB is the joint Union-management panel which governs the shipping rules established under contracts for SIU ships.

The Board action is a move to assure that qualified Seafarers will be available at all times to meet current manning needs in the face of a lack of available class A men due to retirements and longer vacation time on the beach. The SIU also has a larger number of ships than a year ago in spite of the steadily declining condition of the shipping industry.

Seafarers interested in the upgrading program can find full qualifications set forth in Section 5H of the shipping rules, based on SAB action last December, The revised rules were carried in a special LOG supplement on January 10, 1964.

All qualified class B man who wish to apply for a seniority upgrading application or for information should write to: Earl Shepard, Chairman, Seafarers Appeals Board, 17 Battery Place, Suite 1930, New York 4, New York, The SAB Seniority Upgrading . Committee includes Shepard for the Atlantic Area; Lindsey Williams, Gulf Area; Al Tanner, Great Lakes Area; and E. B. McAuley, West Coast Area.

Coast Lumber Co's Do Okay

PORTLAND, Ore.-The Pacific Northwest lumber companies, whose cries of poverty have spurred a tender-hearted Congress to amend the Jones Act to allow foreign-flag vessels into the US domestic trade at the cost of US seamen's jobs, are as usual, singing a different tune in their latest financial report,

A preliminary financial report for 1963 issued recently by the Georgia-Pacific Lumber Corporation shows a net income rise of over \$3.5 million for 1963 over the previous year. The figures include Puget Sound Pulp & Timber Company which merged into Georgia-Pacific last July, and St. Croix Paper Company, also acquired last year.

Commenting on these figures, a company official said he is "confident" that 1964 sales and earnings will show "substantial improvement."

In 1962 Congress passed a bill sponsored by Sen. Maurine Neuberger (D-Ore.) which opened the domestic trades to foreign ships for the first time since 1920.

Although her bill, covering the lumber trade from US continental ports to Puerto Rico, has since expired, a two-year extension was approved by the Senate and is still pending in the House.



Governor John A. Burns of Hawaii accepts plaque naming him an honorary member of the SIUNA Military Sea Transportation Union, from William D. Handelsman, director of organization for the MSTU. James Dooley, agent for the Sailors Union and president of the Central Labor Council of Hawaii (left), and MSTU organizer Francis Militante look on.

First MSTS Pact Signed By SIUNA

SAN FRANCISCO-The SIUNA-affiliated Military Sea Transportation Union signed last month the first agreement ever reached with the Military Sea Transportation Service Hawaii Command in Honolulu,

The agreement, which is ered under a separate agreement the boat a crashing blow subject to review by MSTS to be negotiated later with the smashing the small boat. Washington, is one of the first to be negotiated under a Presidential in the MSTS fleet. order signed last year which en-Union representation.

to be reached involving MSTS are still some 30 ships to be cov- volving crew headquarters.

officials in San Francisco and MSTS in San Francisco. These include four large passenger ships

The agreement with the Hawall titled MSTS seamen to have Command was negotiated by a lifeboat crew was forced to return 22 refugees, and, through still combined team of MSTU repre-The agreement was also the first sentatives and three Alatna crewmembers; L. A. Russel, Charles ships in the Pacific. The Hawaii Keohe and Hermogense Jimeno.'
Command of MSTS covers the The agreement was said to include assigned to the command. There conditions, particularly those in-

SIU Crew Saves 22 After 'Quake Razes **Island In Azores**

SAO JORGE, Azores-Shortly after the Steel Director (Isthmian) steamed out of Cadiz, Spain, bound for New York and home, the Government sent her an urgent call to divert

and come to this island which+ had been wrecked by a series of earthquakes.

The C-3 freighter arrived at the island about 5 PM on February 18 to aid in the evacuation of the residents of the island, many of whom had been made homeless by the ravages of the earth fissure. The crew immediately launched its starboard lifeboat in heavy seas and Seafarer Richard Spence, the deck delegate, Jack Oosse, Stanley Partyka and Julian Hickos clambered aboard and made for the shore.

The crew loaded some 50 men, women and children who were swarming on the beach, not really knowing where to go. They set out for the Director, but at the time they arrived, seas were so heavy they were unable to unload the boat. In their struggles, the ship's gangway struck the gunnel of the boat a crashing blow, almost

Between the inability of the crew to hook up the lifeboat because of the seas and the extreme return for them in the morning. to continue the rescue operation.

The following morning, after the USNA Alatna and any other ships provisions for better shipboard crew was on stand-by the entire they could to make the evacuees night, 'the lifeboat was again launched, and again made it to the

Determination to follow up

jointly on the issue was demon-

strated at a meeting in Gleason's

ILA, NMU, SIU and MEBA, a

Joint Maritime Committee

Cargo Preference Act and Presi-



After four days of buffeting by the earthquakes which hammered her home, a 94-year-old grandmother rests quietly aboard the Steel Director after rescue.

seasickness of the evacuees, the island. This time they picked up the people to the island and to heavy swells, brought them back to the ship. This time they were Already it had become too dark loaded aboard. As the lifeboat again set out for shore, the crew aboard the Director did all that from the island comfortable. Swinging into action, the steward department provided them withhot coffee, chocolate, food and refreshments. Cots were set up, and the people-one a grandmother of 94 years-were made as comfortable as possible. It was the first time they had had an opportunity to relax in four days.

> Meanwhile, the lifeboat returned from Its third gruelling trip through the heavy seas. But this time the boat was empty. The danger had passed, and no more evacuees were being taken from the Island. The Director took the 22 people to the nearby Island of Praia, and then sailed off-again bound for New York and home.

oint Union Stand Wins

(Continued from page 3) Beneficial Association threatened be loaded for Russia. to take "appropriate action" if the Maritime Administration waived substantial American ship participation in the grain shipments, in violation of President Kennedy's assurances last fall that ". . . the wheat we sell to the Soviet Union will be carried in available American ships, supplemented by ships of other nations . . ."

At subsequent meetings with the Maritime Administration and other Government agency representatives, Hall scored the manipulations by the grain companies in brought forth the settlement, awarding cargoes, and Gleason said that unless the 50-50 pledge was observed in the wheat shipments, longshoremen would not load the cargoes.

As a result of the unions' stand, the Maritime Administration rejected wajver requests that would limit American-flag participation sufficient waivers to cut the US share to 38 percept instead of the minimum 50 percent.

Hall and Gleason then submitted the whole issue of the wheat shipments to the Maritime Trades Department executive board at its meeting in Bal Harbour which began on February 14. The MTD body voted unanimous support for the ILA in its refusal "to load grain for shipment to the Soviet Union in violation of the clear-cut policy announced by the White House."

Meany announced his endorsement of the MTD's efforts to protect the interests of American maritime workers and shipping. boycott by the longshoremen on pers and Congressmen.

all vessels on which wheat was to

The united stand by the SIU, ILA and NMU was then developed office in New York on March 2, in meetings between Hall, Weis- attended by representatives of the berger, Gleason and Curran, along with other representatives of each of the three unions. Hall and Cur- of all the unions involved was set ran also presented the position of up at the time to push the fight the maritime unions at the AFL- for full US-flag participation in CIO Executive Council meeting in accordance with the terms of the Bal Harbour, which they were attending as Federation vice- presi- dential directives.

It was shortly thereafter that telephone discussions between President Johnson and Meany

WASHINGTON - A delegation of shippers from port cities in to 21 percent, but allowed Ohio heard Rear Adm. John Harlice, chairman of the Federal Maritime Commission, last week say that his agency is deeply interested in the problems confronting Great Lakes shippers.

Harllee said that one major matter under investigation by the agency was the disparity of rates charged by eastbound and westbound ocean vessels, a condition which affects Great shippers.

Speaking at an annual meeting of the Council of Lake Erie Ports here, Harllee also said there were several other matters of importance to Great Lakes shippers under study by his agency. The meeting was attended by some 100 Gleason then implemented the persons and included both ship-

Delegates aboard Steel Director (Isthmian) take a break on arrival in New York after Azores rescue. Pictured (I-r) are Charles Scott, ship's delegate; Joe Fried, engine delegate; Eddie Hernandez, steward delegate, and Richard Spence, deck delegate. Crew teamwork made it possible for refugees to leave the island, have something warm to eat aboard the Director, and bunk down for trip to Praia

SEAFARERS ROTARY SHIPPING BOARD



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

February 15 - February 28, 1964

In all three areas—Atlantic, Gulf and West Coast—SIU shipping fluctuated widely this period, with the greatest gain reported out of Baltimore. That port jumped from under 50 men shipped last period to 157 this time. Boston showed a slight rise, while New York rose from 216 to 256 men shipped in all departments.

Philadelphia showed a slight drop in job activity, while Norfolk gained, but Jacksonville and Tampa continued on the very slow bell.

For the Gulf, New Orleans also reported a drop in shipping, but Houston remained steady. Mobile logged a slight rise over the previous report.

Both Wilmington and San Francisco dipped slightly on the West Coast, while Seattle showed a minor gain. Thus, on the total picture, largely due to Baltimore, shipping for the District was improved over the prior period.

There were 1,165 men shipped this time as against 1,117 during the last two-week period. The registration figures showed a slight decline, to 1,127 men registered in all ports. The drop was about evenly spread among the three shipboard departments.

In the ship activity totals (see right), there were a few more payoffs this time, but a drop in sign-ons and ships in transit. As a result, calls for replacements were relatively light for most of the ports.

The seniority figures show a gain of one percentage point in total jobs filled by class A men, a rise to 59 percent. Class B men dropped from 31 percent to 29. The slack was taken up by a one-point rise for class C shipping—from 11 to 12 percent of the total.

Ship Activity

Pay	Sign	in Trons. T	OTAL
Boston 0		5	5
New York 24	6	15	45
Philadelphia 2	. 0	5	7
Baltimore 11	12	25	48
Norfolk 3	2	2	7
Jacksonville 0	0	5	5
Tampa 0	0		6
Mobile 4	1	8	13
New Orleans 5	3	12	20
Houston 3	2	32	37
Wilmington 0		5	5
Son Francisco 0	2	5	7
Souttle 5	4	3	12
TOTALS 57	32	128	217

DECK DEPARTMENT

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Boston	0	5	0	5	0	1	3	4	.0	2	1	3	1	0	1	2	0	1	0	1	3	2	1	6	6	9	3	18	0	2	4	6
New York	16	44	3	63	1	23	12	36	20	34	7	61	1	9	7	17	0	4	5	9	61	17	9	87	84	115	30	229	5	54	56	115
Philadelphia	5	6	3	14	0	2	8	19	1	9	1	11	0	0	5	5	0	2	0	2	11	5	2	18		13	7	33	0	4	13	17
Baltimore	12	8	4	24	.0	6	9	15	11	19	5	35	1	6	9	16	1	2	2	5	35	16	5	56	37	52	16	11121040	0	17	400000	39
Norfolk	3	10	1	14	0	3	5	8	11	10	2	23	1	1	5	7	0	1	3	4	23	7	4	34		15	3	26	0	6	6	12
Jacksonville	3	4	1	8	1	2	2	5	0	1	0	1	0	0	0	0	0	0	1	1	1	0	1	2	9	13	3	25	3	16	8	27
Tampa	0	3	0	3	0	0	2	2	0	1	0	1	0	0	1	1	0	0	0 1	0	1	1	0	2	7	9	2	18	1	2	5	8
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Houston	23	24	5	52	3	8	12	23	11	37	6	54	0	11	10	21	1	6	0	10000	54	21	7	82		76	14	150	- 5	23	28	56
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TOTALS	100	176	25	301	13	76	90	179	79	166	44	289	11	48	57	116	3	27	15	45 2	289	116	45	450	390	481	110	981	36	211	286	533

ENGINE DEPARTMENT

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New York	10	27	4	41	8	21	14	43	11	38	9	58	8	10	14	32	0	6	4	10	58	32	10	100	36	94	16	146	24	53	46	123
Philadelphia	0	8	2	10	0	3	5	8	0	4	0	4	0	3	6	9	0	1	3	4	4	9	4	17	1	20	3	24	1	4	7	12
Baltimore	6	10	0	16	2	11	6	19	6	25	4	35	1	11	5	17	0	2	1	3	35	17	3	55	12	59	9	80	2	27	19	48
Norfolk	0	4	1	5	0	1	1	2	3	7	3	13	0	4	0	4	0	3	2	5	13	4	5	22	1	10	2	13	1	2	3	6
Jacksonville	0	0	1	1	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	3	6	1	10	1	9	7	17
Tampa	0	2	1	3	0	1	1	2	0	. 0	0	0.	0	0	1	1	0	0	0	0	ō	1	0	ī	1	'11	ō	12	0	4	2	6
Mobile	1	8	2	11	0	3	3	6	4	10	3	17	0	4	4	*	0	1	0	1	17	8	1	26	4	23	5	32	0	11	6	17
New Orleans	11	25	4	41	2	19	16	37	7	18	4	29	0	6	11	17	0	0	0	0	29	17	0	46	27	66	14	107	5	70	69	144
Houston	4	21	- 5	30	1	12	16	29	5	33	2	40	0	10	8	18	0	0	1	1	40	18	1	59	17	64	9	90	6	42	64	112
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Seattle	2	5	3	10	0	7	5	12	2	11	1	14	1	3	2	6	0	7	7	14	14	6	14	34	5	15	2	22	3	-8	6	17
TOTALS	37	124	24	185	13	79	71	163	41	158	29	228	10	61	. 55	126	1	23	19	43	228	126	43	397	123	411	66	600	47	253	247	547

STEWARD DEPARTMENT

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SF	2	3	2	3	10	0	1	2	3	3	3	0	5	11	0	0	3	3	0	0	5	5	11	3	5	19	13	9	12	15	49	0	2	14	16
Sea	2	3	3	2	10	0	1	4	5	2	2	0	2	6	1	1	12	14	0	0	5	5	6	14	5	25	8	4	3	10	25	2	4	11	17
TOTALS	24	54	25	85	188	9	11	91	111	16	53	12	88	169	6	10	81	97	9	2	41	52	169	97	52	318	111	193	123	289	716	27	27	286	340

SUMMARY

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ENGINE	37	12	4 3	24	185	13	79	71	163	41	158	29	228	10	61	55	126	1	-23	19	4	3 228	126	43	397	123	411	66	600	47	253	247	1 547
STEWARD	78	2	5 8	35	188	9	11	91	111	69	12	88	169	6	10	81	97	9	- 2	41	5	2 169	97	52	318	304	123	289	716	27	27	286	340
GRAND TOTALS	215	32	5.12	14	674	35	166	252	453	189	336	161	686	27	119	193	239	13	52	75	1 14	686	239	140	1165	817	1015	465	2297	110	491	819	11420



Major US Need: Oil Import Quota

Although American ships carry less than 50 percent of both dry and liquid cargo in our foreign trade, the problem is most acute in the tanker trade, and the consequences are most serious there in the loss of jobs for American seamen.

This is the picture. Of the total of 100 million tons of commercial petroleum products imported into the United States in 1961, American ships carried only 1.4 million tons or just barely 1.4 percent. The runaway flags of Liberia and Panama, between them, carried 58.8 million tons, or 58.7 percent (Liberia-44 million tons, 44 percent; Panama 14.8 million tons, 14.7 percent), and Norwegian ships carried 18.6 million tons, or 18.5 percent. Ships registered under the British and the Greek flags accounted for another 10.2 million tons, or 10.2 percent.

Because this vital trade is so heavily dominated by foreign shipping, independent American tanker tonnage is unable to find employment in oil for about half the year and either lays up or is forced into the grain trade, creating additional competition for the dry cargo tramps and bulk carriers. The oversupply of shipping in grain thus leads to rate-cufting and unprofitable operations for all American ships in that field, further aggravating the problems of American shipping and leading in time to reduced operations and greater unemployment.

The independent tankers that + and the absurd oil and tanker policies of the Government generally number about 26 ships ranging in size from T-2s to the supertanker SS Manhattan of 108,000 tons deadweight. These 26 ships, which include six supertankers, actually represent as much tonnage as 42 T-2s, or about 60 dry cargo ships in the Liberty, Victory, and C-2 class.

What this means, therefore, is that when the oil trade is weak. as many as 26 tankers move into grain, competing with the dry cargo vessels. Then, if there isn't enough PL 480 cargo to go around, a number of the smaller, more marginal ships are forced to lay up, with a loss of jobs for American seamen. Moreover, with the intense competition created for dry cargo, rates are forced down, and the ships that remain in the trade don't earn enough for the owners to think about replacing their tonnage or upgrading their ing 1960. fleets.

The half-dozen or so supertankers that are forced into grain are all ships that were built with Federal mortgage insurance, so called Title XI insurance: The Government has guaranteed the mortgages on these ships and stands to lose up to \$225 million if the ships go into permanent lay-up. The mortgages on several of these super-tankers have already been foreclosed, and the other ships have done so badly that the Maritime Administration has been obliged, in a number of cases, either to advance principal payments or induce the lending institution holding the mortgage to grant the shipowners a two-year deferment on the payment of mortgage principal.

Obviously, this is no way to develope an American-flag tanker fleet, to protect the remaining tramps, or to build up a new fleet of dry cargo bulk carriers. As you know, the SIU has fought for many years to reduce the cost differential between those American and runaway-flag shipping by organizing the seamen employed on the runaways and raising their wages and benefits to decent levels. We also have tried to get the big oil companies to give up all or part of their runaway operations and to run their ships in the foreign trade under the American flag, where they rightfully belong.

Another approach to the problem which has received some support in Washington is also being supported by the Union. It calls for the Government to issue regulations that a certain percentage of the oil imported into this country must be carried on American-flag ships. "We estimate that if as little

are forced into grain by the greedi- were to move in American bottoms, ness of the major oil companies they would provide business for about 50 T-2s. This would mean 2,000 actual jobs and close to 3,000 men to fill these jobs under the present vacation and time-off arrangements. Regulations requiring the use of American ships in the oil import trade also would eliminate competition between US-flag tankers and dry cargo vessels, permitting the owners to develop a sound dry-cargo, bulk-carrying fleet. In other words, realization of the oil import proposal would enormously benefit the entire industry.

The urgent need for the oil import program is underscored by the near-completion of the Colonial Pipeline from Houston, Texas, to New York, which will replace by 1965 the equivalent of 23 T-2 tankers that would have been required to service the growth in demand between 1960 and 1965, plus an additional 18 to 61 T2 tankers serving in the active fleet dur-

Danish Court Upholds Two-Pot Pay System

NEW YORK-A Danish labor court has upheld a two-pot pay system in which Asian crews employed by Danish shipping companies in the Far East are excluded from conditions laid down in collective bargaining agreements with Danish Unions. The court did

however, order a Danish shipowner to pay compensation of shipowner with paying the make this a test case against the about \$1,447 to Chinese crewmembers of the Danish-flag "Else

The decisions followed a complaint filed by the Danish Sailors the US. and Firemen's Union charging the The Union had Intended to

Chinese crewmembers consider- two-pot pay system for Asian ably lower rates than those laid crewmen. The court ruled howdown in agreements between the ever that this particular ship had owner and the Union on a run made a trip which took it outside between Japan, West Africa and the traditional Far Eastern routes and justified the payment of the Asian crew at full union rates on this basis.

Court Upholds Company

The court upheld the company's right to continue the two-pot system on the normal Far East runs because it found "sufficient evidence" that a "tradition" existed among European nations engaged in Far East trade whereby certain routes were manned by Asian seamen at local rates.

The Danish Sailors and Firemen's Union presented a plaque to SIU president Paul Hall here in 1962 in appreciation of SIU support during the Danish scamen's strike in US ports in May of the previous year. The Danish seamens' strike for higher wages and better working conditions was supported by American maritime unions, including the SIU and its affiliates, as well as the International Longshoremen's Association, the Maritime Trades Department and MTD port councils.

One of the factors in the strike was the union's protest of the hiring of seamen in Far East ports at far below union scale, a practice prevalent among European operators to undercut their own nationals. The strike ended after the seamen voted to accept a new contract offered by shipowners, but no settlement was reached concerning the protest of the hiring of Asian seamen.

SIU Lifeboat Class No. 102



SIU lifeboat class No. 102 takes its turn before the camera to mark "graduation"-completion of two-week training schedule. All of the men in the class earned Coast Guard lifeboat tickets. Pictured (front, I-r): William Wilson, Bernard Rudgers; middle, Richard Gibbons, William Swartout, Clayton Adams, Walter T. Gibb, Frederick P. Young: rear, Jon Smith, Enrico Ceci, Bob Noel, Maxwell King, Andrew Hunter, and instructor Arni Biornsson.

AFL-CIO Levels Guns On Poverty

BAL HARBOUR, Fla.—The AFL-CIO Executive Council has mapped out basic programs for a vigorous attack on poverty in the US at its winter meeting held here. Heading the list of issues slated for immediate action were civil rights, education, hospital care for the aged, unemployment compensation, a higher minimum wage and extension of coverage.

The Council adopted a detailed statement noting that the President "must reverse nearly 10 years of stagnation" in the campaign against poverty and declaring that the "primary underpinning" of the anti-poverty program must be action to achieve a full employment economy with jobs at decent wages for all Americans able and willing to work.

Four major areas were mapped out dealing with the basic causes of poverty in which the "federal government must lead" and gain the cooperation of state and local governments and private groups. These areas are: measures to create jobs and aid the unemployed, programs to lift wages of low-paid workers, aid against hazards of old age, desertion, illness and death, and education, housing and personal adjustment.

Purchasing Power Increased

Commenting on the \$11.5 billion tax cut bill passed by Congress last week, AFL-CIO President George Meany said it will help the job situation by increasing purchasing power. He noted that while the tax measure will aid the economy, it has no direct bearing on wage policies to be set by AFL-CIO affiliates. Pay increases are also needed to stimulate the nation's growth rate, he said, and added that there is "plenty of room" for wage hikes without touching off inflation.

The setting up of a \$2 minimum hourly wage and extension of the Fair Labor Standas 25 percent of the oil imports ards Act were urged to improve the lot of that come into the United States low-wage American workers. The Council

specifically called for extension of such coverage to include two to three million additional workers mostly employed in restaurants, hotels, laundries, agricultural processing, cotton ginning, small logging operations, hospitals and other health services, theatres, non-profit organizations and on farms.

Another measure urged by the Council to deal with the problem of chronic unemployment in the US is an across the board reduction in the workweek to 35 hours with double pay for overtime. This would provide an estimated 3.5 million jobs and was called essential to solve the challenge of providing more than 80,000 jobs a week for the rest of the 1960's to achieve and sustain full employment.

Urge National Investigation

A full scale national investigation of the social and economic impact of automation was urged by the Council as a major program for any attack on unemployment and the poverty that stems from joblessness. "Automation is displacing thousands of jobs each week, while the labor force is growing at a stepped-up pace," the Council pointed out. It urged Congress to establish an automation commission to assist unions and employers in achieving collective bargaining solutions to problems of automation.

On other major issues the Council:

· Called for massive federal aid for education programs aimed at both the causes and effects of poverty. Such programs are essential if the nation is to break the cycle of poverty and unemployment, the Council asserted. In a statement on education needs and programs, the Council called specifically for special aid to education in low income areas so that the problems of these areas will no longer be dealt with "halfheartedly and on a piecemeal basis."

· Urged speedy action on hospital insurance for the aged through social security. Enactment of the Administration's proposal, which follows the line of the pending King-Anderson bill, is an essential step, the Council said, "toward making needed care available to all."

· Gave an overriding priority to labor's drive to help secure Senate passage of the House-approved civil rights bill without compromise or crippling amendments as a key weapon to end discrimination at all levelsdiscrimination that is deeply entwined with the incidence of poverty.

· Charged that state legislatures under "heavy pressure from employers" are undermining the unemployment compensation system and that the need for modern federal standards is extremely pressing to protect millions of Americans from falling into poverty levels because of unemployment.

· Urged the Government to take the lead In securing the imposition of a complete International embargo on oil and arms shipments to South Africa and called on American labor to provide material and financial assistance to the African resistance movement struggling for freedom in South Africa.

· Pressed the register and get-out-the-vote drive in the 1964 elections with special emphasis on door-to-door registration campaigns and easing of registration provisions in the states and cities to enlarge the number of eligible voters.

Add To AFL-CIO Rolls

The Council also heard a report from the AFL-CIO Director of Organization which showed AFL-CIO unions for the 12-month period ending June 1963 winning 54 percent of National Labor Relations Board elections in which they were involved. The 2,565 victories brought in 172,500 new members to AFL-CIO unions. In the Los Angeles campaign, 30,000 new members were added to union rolls, 10,000 via victories in 143 elections, 6,000 through card checks or recognition and 14,000 in government unions.

New Bedford Fish Union Seeks Pact

NEW BEDFORD - The SIU affiliated New Bedford Fishermen's Union is seeking a vacation fund and other new benefits for 1,200 local fishermen in negotiations about to get underway with the New Bedford Seafood Producers Association, the boat owner's organization.

The Union notified the association of its intention to reopen the contract which expires on March 31, 1964. In turn, the association informed the Union of its plans to seek amendments and modifications at a future date.

Specifically, the Seafood Producers Association announced a desire to obtain an increase in the deduction for the advertising fund on scallopers.

In addition to establishing the vacation fund, the Union is asking for increases in welfare fund and Seafood Council deductions, the latter for promotional purposes in the industry. The Union also wants an arbitration clause in the contract so that unsolved disputes would be referred immediately to the Federal Mediation and Conciliation Service.

The Union also requested an Increase in maintenance and cure for fishermen when ill and asked that a minimum of \$5 a day be paid to captains and each crewmember when individual shares amount to less than \$50 per man on poor "broker-type" fishing

The Union asked that Patriot's Day be added to the paid holidays received by the fishermen in

A Spry Eighty-Five



Still spry and salty as ever, Seafarer oldtimer George F. Immel proves he is still active by bouncing two of his greatgreat grandchildren. Now receiving SIU pension benefits, Brother Immel lives in Mansfield, Ohio. At the age of 85, he says proudly, "I am the chief" of five generations of the Immel family.

Baltimore vs. NY

See Cargo Battle In Rail-Rate Cuts

BALTIMORE-The Port of Baltimore, with the support of several Southern railroads, is getting ready to challenge the Port of New York on the movement of seven important items in foreign trade which+ have moved almost exclu-

The export items are canned goods, paper articles, paint and rubber tires. Import goods are crude rubber, plywood and canned

sively through New York

Meeting Held

At a meeting of the Maryland Port Authority here, it was announced that proposed rate reductions by the Baltimore & Ohio Railroad and the Western Maryland Railroad would give Baltimore an advantage over New York of \$6 a ton on certain shipments and a possible differential of \$7 a ton on some items.

It is almost certain that New York railroads and the Port of New York will oppose the reduc-

Win Long Battle

Less than a year ago railroads serving New York and New England won a long battle to eliminate a general rail rate differential favoring Southern ports; a differential dating back about 75 years. The fight went all the way to the Supreme Court to eliminate export and import rates which were 60 cents a ton higher through Northern ports than to or from Philadelphia, Baltimore and Southern ports on the Atlantic

If the New York railroads protest to the ICC or file similar reductions the matter would have to get a hearing. Baltimore port and rail officials are avoiding any reference to the proposed new rates as a move to restore the recently-outlawed differential, Instead the proposed cuts are simply called rate reductions on items that Baltimore wants to attract to their area.

The effective dates for the new selective rates have not yet been decided but under ICC rules the changes would need a 30-day ad-

Freeman Raps 'Bad Service,' Waitress Bounced From UN

NEW YORK-Secretary of Agriculture Orville F. Freeman has been instrumental in the firing of a waitress from her job in the United Nations dining room, it was announced by Joseph Fox, head of the Restaurant Worker's Union here.

Fox said Freeman had complained to the manager of the dining room that she had been sullen, had hovered over the table, whisked dishes away too quickly, and generally not given service one would expect.

The announcement of the Governor of Minnesota before waitress' complaint to the arbitra- being appointed to his Cabinet tion board came shortly after the post. AFL-CIO Maritime Trades Department declared an all out drive to oust Freeman from the department because of his anti-labor

An MTD resolution pointed out that the Agriculture Department has been charged with running a "company union" by the American Federation of Government Employees, an AFL-CIO union, which represents the first such charge ever brought against an agency of the US Government. The AFGE filed a formal complaint with Freeman last year demanding withdrawal of the Department recognition of another group, the Organization of Professional Employees of the Department of Agriculture. The union charged ing the date of application. that OPEDA is "sponsored, controlled and assisted by the agency management," and was recognized by the agency although AFGE had won exclusive bargaining rights for the Department's 1,500 meat inspectors.

Separate action by the MTD time Administration did ask that contract under new formula could also charged the Agriculture Department with showing anti-union ous damage to defense potential bias, raising obstacles that keep at this yard, which is in a very American-flag shipping from ment cargoes as provided by the Cargo Preference Act, with trying a staff paper carrying anti-union

The MTD has promised to take promptly conclude this issue so political action against Freeman

Your Union Benefits



Pension Benefits Under Discussion

Based on some of the past articles that have been carried in the SEAFARERS LOG relative to various SIU benefits and welfare programs, we have received questions concerning the various items provided for our oldtimers and pensioners.

Under our welfare and pension programs, there are two types of pensions available. One is a normal pension for Seafarers 65 years of age or older, who have 15 or more years of scatime, with 90 days of

seatime in the past calendar year + and one day of seatime in the sixmonth period immediately preced-

Those meeting the requirements receive a pension of \$150 per month, plus complete medical, hospital and surgical benefits paid in full for themselves. Their dependents receive hospital and surgical benefits according to the dependents' benefits schedule of the Seafarers Welfare Plan.

The other type of pension provided by our Plan is a Disability Pension, for which the requirements are 12 years of seatime, 90 days of covered employment during the calendar year preceding the date of application, at least one day of seatime during the sixmonth period immediately prior to the application date, and medical certification that the applicant is permanently and totally disabled, or unemployable.

Those meeting these require-ments are entitled to a Disability Pension of \$150 per month, as well as complete medical, hospital and surgical benefits paid in full for themselves, in addition to hospital and surgical benefits for their dependents.

Under the rules for both of these pensions, if a man is able to secure part-time work, he can earn up to but not in excess of \$1,200 per year without forfeiting his pension. However, if he exceeds the \$1,200limit, he is then removed from

the pension list. Another requirement under the rules is that in order to continue receiving this benefit from year to year, a pensioner is required to take a physical examination once a year to determine if he is still eligible.

Pensioners who have qualified as above are also entitled to death benefits of up to \$4,000. The amount of the death benefit is determined as follows: If the beneficiary designated under the and/or Seafarers Pension Plan is a surviving blood relative, then the benefit shall be \$4,000. In the event the designated beneficiary is not a blood relative, then the beneficiary receives \$1,000.

Any SIU member who feels there is an unnecessary delay in the processing of any welfare or pension claims should immediately call this to the attention of the Secretary-Treasurer at headquarters, by certified mail, return receipt requested. Any delay in the processing of a claim is usually due to the absence of necessary information or documents which are required before a claim can be processed. However, if there is any delay in an individual case, a letter describing the situation will result in immediate attention to the matter.

Rep. Proposes Exceptions To Govt. Subsidy Plan

WASHINGTON-A Congressman has asked the Maritime Subsidy Board to study a proposal to exclude from its new formula for determining construction subsidies all ships on which invitations to bid had+

been issued when the new ing saving of that percentage to ruling was made.

The MSB said that it would study the suggestion by Representative Edward A. Garmatz (D., Md.), along with other suggestions submitted on the controversial ruling. While the announcement of the change in computing subsidies seemed to be final when the Board announced it, the Mariall interested parties submit comments by February 28.

Under the new method of computing subsidies, the MA will use critical condition because of lack achieving a 50-50 share of Governfive representative foreign shipbuilding centers in determining the amount of subsidy to be paid. The old method involved using Steamship Co. ships. only the lowest cost foreign shipbuilding center.

It was thought that the change would amount to a rise in costs as to permit the award of a con- by making his anti-union bias to the shipowner of about six to tract within the 90-day bid val- known in Minnesota, Freeman's eight percent, with a correspond- idity period." J. W. Gulick, dep- home state. The Secretary was

the government.

In seeking exclusions from the new system, Garmatz mentioned principally that it not be applied to two ships on which the Bethlehem Steel Company's Sparrows Point shipyard was low bidder.

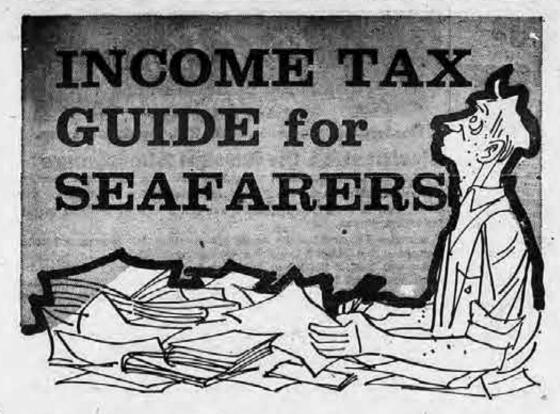
Cites Lack of Work

Garmatz told the MA in a telegram that the "awarding of this prolong time of award and do seof work."

The Sparrows Point Yard was the low bidder on two Prudential to defeat the Act, and for issuing

The MA told Garmatz that quotations and articles.





The following is an up-to-date revision of an article by the SIU's tax expert on questions involving Seafarers' Federal income taxes covering 1963 income. (The tax reduction bill signed into law by the President last week refers to changes on 1964 income, which will be dealt with in detail well in advance of the April 15 filing deadline next year.)

Generally, with very few exceptions, seamen are treated no differently under the income tax laws than any other citizen or resident of the US. (The non-resident alien seaman must also file a return, but the rules are not the same for him.)

WHO MUST FILE. Every Seafarer who is a citizen or resident of the United States—whether an adult or minor—who had \$600 or more income in 1963 must file; If 65 or over, \$1,200 or more.

A Seafarer with income of less than these amounts should file a return to get a refund if tax was withheld. A married Seafarer with income less than his own personal exemption should file a joint return with his wife to get the smaller tax or larger refund for the couple.

WHEN TO FILE. Tax returns have to be filed by April 15, 1964. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason for delay.

HOW TO FILE. The Seafarer should file the short form 1040A if his income was less than \$10,000 and consisted entirely of wages reported on withholding statements (W-2 forms) and not more than \$200 total of dividends, interest, and other wages not subject to withholding, and the standard deduction is taken (about 10% of your income) instead of itemizing deductions. A husband and wife may file a joint return if their combined incomes do not exceed these limits.

THE SEAFARER SHOULD FILE Form 1040 instead of Form 1040A if—

 he had income from sources other than or in amounts larger than those stated above,

(2) either husband or wife itemizes deductions,

(3) the tax status of head of household or surviving husband or wife is claimed, (4) he claims dividends received credit

or retirement income credit,
(5) he claims an exclusion for "Sick
Pay" paid directly to him by his employer and this amount is included in
the total wages shown on form W-2,

(6) he claims deductions for travel, transportation, or "outside salesman" expense.

(7) he claims credit for payments on estimated tax or an over-payment from 1962.

(8) he is a nonresident alien (file Form 1040B, Form 1040NB, or Form 1040NB-a), Form 1040 for 1963 is still a single

Form 1040 for 1963 is still a single sheet, two-page form. However, unlike last year, if a taxpayer, in addition to salary and wages, has only interest income, he may file just the two-page form 1040. In such case, he merely

attaches a list itemizing the interest income and enters the total amount on line 5b, page 1, of the return. He can also use Schedule B (Form 1040) for this purpose if he wishes.

If you have income from sources other than salary wages and interest, you may need to complete and attach one or more of the following forms:

Schedule B for income from dividends, interest, rents, royalties, pensions, annuities, partnerships, estates, trusts, etc.; Schedule C for income from a person-

ally-owned business; Schedule D for income from the sale or exchange of property; and

Schedule F for income from farming.
A new Form 3468 has been provided
for the use of taxpayers claiming the
investment tax credit.

ADVANTAGES OF A JOINT RE-TURN. Generally it is advantageous for a married couple to file a joint return. There are benefits in figuring the tax on a joint return which often result in a lower tax than would result from separate returns.

CHANGES IN MARITAL STATUS. If you are married at the end of 1963, you are considered married for the entire year. If you are divorced or legally separated on or before the end of 1963, you are considered single for the entire year. If your wife or husband died during 1963, you are considered married for the entire year. Generally, a joint return may be filed for 1963 provided you have not remarried before the end of 1963.

EXEMPTIONS. Each taxpayer is entitled to a personal exemption of \$600 for himself, \$600 for his wife, an additional \$600 if he is over 65 and another \$600 if he is blind. The exemptions for age and blindness apply also to a taxpayer's wife, and can also be claimed by both of them.

In cases where a man's wife lives in

a foreign country, he can still claim the \$600 exemption for her.

In addition, a taxpayer can claim \$600 for each child, parent, grandparent, brother, brother-in-law, sister, sister-in-law, and each uncle, aunt, nephew or nicce dependent on him, if he provides more than one-half of their support during the calendar year. The dependent must have less than \$600 income and live in the US, Canada, Panama or the Canal Zone.

A child under 19, or a student over 19 can earn over \$600 and still count as a dependent if the taxpayer provides more than one-half of his support.

The law also enables a seaman who is contributing (with other relatives) more than ten percent of the support of a dependent to claim an exemption for that individual, provided the other contributors file a declaration that they will not claim the dependent that year.

CREDIT FOR EXCESS SOCIAL SECURITY (FJCA) TAX PAID. If a total of more than \$174 of Social Security (FICA) tax was withheld from the wages of either you or your wife because one or both of you worked for more than one employer, you may claim the excess over \$174 as a credit against your income tax.

DIVIDEND INCOME. If a seaman has income from stock dividends, he can exclude the first \$50 from his gross income. He may be eligible to an additional credit against his total tax liability up to a maximum of four percent of the balance of the dividends received in 1963.

WELFARE, PENSION AND VACA-TION BENEFITS. Benefits received from the SIU Welfare Plan do not have to be reported as income.

Payments received from the SIU Pension Plan are includable as income on the tax return of those pensioners who retire with a normal pension. There is a special retirement income tax credit to be calculated on Schedule B which is to be attached to the return.

Pensioners under 65 who receive a disability pension do not have to include such payments on their tax returns. However, all disability pension payments received after age 65 are taxable in the same manner as a normal pension.

Vacation pay received from the Seafarers Vacation Plan is taxable income in the same manner as wages.

GAMBLING GAINS. All net gains from gambling must be reported as income. However, if more was lost than gained during the year, the losses are not deductible, but simply cancel out the gains.

TAX CREDIT FOR RETIREMENT INCOME. A tax credit of up to \$304.80 is allowed for individuals against retirement income such as rents, dividends and earnings at odd jobs. However, an adjustment must be made in this credit for Social Security benefits.

The following items can be used as deductions against income (IF YOU DO NOT TAKE THE STANDARD DEDUCTION):

CONTRIBUTIONS. A taxpayer can

deduct up to 20 percent of gross income for contributions to charitable institutions, and an additional ten percent in contributions to churches, hospitals and educational institutions.

INTEREST. Interest paid to banks and individuals on loans, mortgages, etc., is deductible.

TAXES. In general, you can deduct: personal property taxes, real estate taxes, state or local retail sales taxes, auto license and driver's license fees, state gasoline taxes and state incometaxes actually paid within the year. You cannot deduct: Federal excise taxes, Federal Social Security taxes, hunting and dog licenses, auto inspection fees, water taxes and taxes paid by you for another person.

MEDICAL AND DENTAL EXPENSES.
All expenses over three percent of adjusted gross income for doctor and dental bills, hospital bills, medical and hospital insurance, nurse care and similar costs can be deducted. Other such costs include such items as eyeglasses, ambulance service, transportation to doctors' offices, rental of wheelchairs and similar equipment, hearing aids, artifical limbs and corrective devices.

However, if the Seafarer is reimbursed by the Seafarers Welfare Plan for any of these costs, such as family, hospital and surgical expenses, he cannot deduct the whole bill, only that part in excess of the benefits paid by the Plan.

All expenses over one percent of adjusted gross income for drugs and medicine can be deducted. The deductible portion is then combined, with other medical and dental expenses which are subject to the normal three percent rule. The three percent rule on medical services does not apply in cases where a taxpayer is over 65, but the one percent rule on medicines and drugs does. In addition, the US allows the taxpayer to deduct all medical expenses of dependent parents over 65. The one percent rule on medicines and drugs still applies.

CHILD CARE. This allows a deduction of up to \$600 to a widower, divorced or legally-separated taxpayer toward the cost of providing care of a child under 12 or a person physically or mentally incapable of support, regardless of age. This expense is deductible only if its purpose is to allow the taxpayer to remain gainfully employed. It cannot be claimed if the payment for child care went to a person who is already claimed as a dependent.

ALIMONY. Periodic payment of allmony to a wife in accord with a written agreement between them can be deducted.

CASUALTY LOSSES. The reasonable value of all clothing and gear lost at sea due to storm, vessel damage, etc., for which the taxpayer is not otherwise compensated, can be deducted as an expense. The same applies to fire loss or losses in auto accidents which are not compensated by insurance.

WORK CLOTHES, TOOLS. The cost and cleaning of uniforms and work clothes which ordinarily cannot be used as dress wear can be deducted. This includes protective work shoes, gloves, caps, foul weather gear, clothing ruined by grease or paint, plus tools bought for use on the job, or books and periodicals used in direct connection with work.

UNION DUES. Dues and initiation fees paid to labor organizations and most union assessments can be deducted.

PURCHASE OF US SAVINGS BONDS. If you are entitled to a refund, you may apply it to the purchase of Series E US Savings Bonds. If you check the appropriate box on line 23 of page 1, on form 1040, you will be issued as many bonds as your refund will buy in multiples of \$18.75 for each \$25 face value bond.

DECLARATION OF ESTIMATED TAX. The purpose of this declaration is to provide for current payment of taxes not collected through withholding, where a taxpayer may have a considerable amount of outside income. In such cases, a Seafarer should check the instructions on his tax return carefully, as the "Declaration of Estimated Tax" also must be filed on or before April 15, 1964.

Long-Trip Tax Problems

A major beef of seamen on taxes is that normally taxes are not withheld on earnings in the year they earned the money, but in the year the payoff took place.

For example, a seaman who signed on for a five-month trip in September, 1963, paying off in January, 1964, would have all the five months' earnings appear on his 1963 W-2 slip and all the taxes withheld in 1964. This practice could increase his taxes in 1963, even though his actual 1964 earnings might be less than those in 1963.

There are ways to minimize the impact of this situation. For example, while on the ship in 1963, the Seafarer undoubtedly took draws and may have sent allotments home, These can be reported as 1963 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1963 will not have a W-2 (withholding statement) covering them. He will have to list all allotments, draws and slops on the tax return and explain why he doesn't have a W-2 for them. Furthermore, since no tax will have been withheld on these earnings in 1963, he will have to pay the full tax on them with his return, at 20 percent or upwards, depending on his tax bracket.

The earnings will show up on his 1964 W-2. The seaman then, on his 1964 return, would have to explain that he had reported some of the earnings in 1963 and paid taxes on them. He would get a tax refund accordingly.

In essence, the seaman would pay taxes twice on the same income and get a refund a year later. While this will save the seaman some tax money in the long run, it means he is out-of-pocket on some of his earnings for a full year until he gets refunded.

This procedure would also undoubtedly cause Internal Revenue to examine his re-

turns, since the income reported would not jibe with the totals on his W-2 forms.

That raises the question, is this procedure justified? It is justified only if a scaman had very little income in one year and very considerable income the next. Otherwise the tax saving is minor and probably not worth the headache.

Europeans Study Fishing Boundaries

LONDON-A third attempt to modify the 12-mile national fishing limits to six miles is being made by the 16-nation European Fisheries Conference amid opposition from nations

whose livelihood depends almost solely on their fishing industry.

Although a majority of the 16 nations have agreed to the convention which , rovides for exclusive rghts in the first six miles and permits fishing in the outer six mile zone only to those nations with traditional interests there, Norway, Iceland and Denmark all had objections to the proposal. There is little indication, as the third conference gets underway, that their opposition has lessened since the last meeting here in mid-

Iceland Opposes Change

Iceland, a country which depends almost exclusively on her fishing industry, is regarded as being opposed to any modification of her 12-mile claim,

It had been hoped, however, that Norway, which has, like Iceland, imposed a 12-mile limit, would consider some compromise that would enable it to join the convention. However, it was understood that Norway has not changed her objections, and that progress was likely to prove difficult. And Norway has shown extreme opposition to the British desire to enforce the 6-mile limit for a period of 20 years. Norway is willing to delay enforcement for a period of only 10 years.

Under the convention, a country can claim 12-mile exclusively where it is proved that local populations would suffer undue hardship if foreigners fished in their waters. Sources said that some parts of the Norwegian coast may qualify for exemptions under this clause, but there was opposition to extending the clause to cover the entire Norwegian coast.

The jailed union leaders,

Trades Union Congress, were re-

stay in the African prison, and it

was further reported that they had

portedly badly treated during their port.

The clash with Denmark is over its dependency, the Faroes. Denmark has said she is willing to accept the convention for herself, but not for Greenland and the Faroes. British fishermen are particularly worried about the Faroes, where a 12-mile fishing limit is due to go into effect next week.

British Voice Opinion The British have voiced an opinion that Faroese trawlers would be banned from landing here if the limit is enforced.

Countries attending the 16 nation conference are the Common Market group; the seven EFTA partners, Spain, Iceland and Ire-

SIU Boatman



Checking the gauges in the engine room of the Curtis Bay Tug F. F. Clain in Baltimore is James Saunders of the SIU Inland Boatmen's

Aden Unionists Released

BRUSSELS—The last of 23 trade unionists who had been jailed without charges outside

the British protectorate of Aden and held for three months, have been released following an

official protest lodged by the International Confederation of Free Trade Unionists here.

bomb explosion at the Aden air-

Prisoners Released

The release of the prisoners co-

After ICFTU Protest

including Abdullah Alasnag, with several other persons since

General Secretary of the Aden released or deported, following a

been on a hunger strike. Even the incided with the anniversary of

Aden Chief Justice admitted that the merger of Aden with the Fed-

the labor leaders had been badly eration of South Africa. Ironically,

treated. The labor leaders were the merger has met with opposi-

Meany Says Schools Ignore Labor's Role

TERRE HAUTE, Ind .- AFL-CIO President George Meany has charged in a magazine article that most schools have "downgraded" the labor role in American life.

Writing in the "Teachers College Journal," published here by Indiana State College, Meany said that 'the quest of the workers to win security, dignity and freedom should be part of the total curriculum of the schools."

Teachers whose knowledge of unions is limited to what they read in newspapers and textbooks which dismiss labor issues with "an off-hand comment" are among the reasons why "there is little room in the curriculum for the study of labor," Meany declared.

Critical of Program

Meany was also critical of the school system's failure to develop 'a meaningful program of vocational education. Schools have tended to regard industrial skills as though they were of lesser value than the professional skills of the doctor or the lawyer," the labor leader asserted.

There is a general recognition, Meany said, that "the high school dropout will be in a hopeless position for the years to come," but that the future is equally hopeless for the high school student who graduates from a vocational course that teaches him woodworking, leathercraft, or how to wire doorbells," Meany declared.

The AFL-CIO president emphasized that because of the "revolutionary change in the nature of the work force, the jobs which exist require much more training than was true in the past." Meany emphasized that "the teaching of skills has had far too little money to do the job which needs to be

Beef Box By Robert A. Matthews,

Vice-President, Contracts, & Bill Hall, Headquarters Rep.

Clarification On Foreign Shoregangs

Several contract questions were submitted in a letter from Brother Nathan H. Eldridge on the SS Ocean Dinny a few weeks ago. The letter, sent in from Bombay, India, covered a number of items requiring interpretation.

Question No. 1: Does the bosun get overtime for running a foreign shoregang that is hired to paint and chip the ship?

Answer: Yes, if the bosun is required to supervise or check on the work performed by the shoregang, he would be entitled to overtime during regular working hours, as this is not considered as part of the customary duties of the bosun.

Reference: Standard Freightship Agreement, Article II, Section 10. Customary Duties: "Members of all departments shall perform the necessary and customary duties of that department. Each member of all departments shall perform only the recognized and customary duties of his particular rating."

Question No. 2 Does one of the maintenance men get overtime for passing out the tools and paint while the shoregang is aboard working?

Answer: Yes, if one of the daymen is required to pass out tools and paint to the shoregang, he would be entitled to overtime while performing this work as they are not crewmembers, and therefore this is not considered as part of the routine +

the deck department have to get portation back to the port where out and work right alongside of he was first engaged by the Comthe shoregang?

duties of the deck department.

Answer: If the shoregang is aboard to paint and chip certain sections of the ship, the deck department would not be required to perform this work along with there is less recognition of the fact the shoregang. However, the deck department would be required to perform its routine dutles while in port,

Reference: Same as above.

This means that the deck department members are not required to work alongside other than fellow crewmembers.)

In addition to contract clarifications previously printed, the clarifications below also have been agreed to by the contracted companies which are represented by the American Maritime Association, and have been signed by the Alcoa Steamship Company effective January 22, 1964.

Section 14 (b) - Repatriation, Upkeep and Transportation Under Section 58 (b)-Return to Port of Engagement. A vessel on foreign articles while en route around the where Seaman A signed off articles by mutual consent and Seaman B, his replacement, assumed Seaman A's port of engagement, men shall perform this work." which was New York. The vessel ultimately arrived at New York and Seaman B terminated his service with the vessel because of Protests by the ICFTU had been first joined the vessel, San Fran- while the vessel is in Puerto Rico.

Question: Inasmuch as Section 58 (b) provides for a replacement, in circumstances described above, to assume the replaced seaman's port of engagement and Section 14 (b) provides that a crew member leaving a vessel because of illness or injury incurred in the service of such vessel shall be entitled to first-class tranportation to his "original port of engage-ment," which section of the contract is applicable in the case described above?

Answer: When the seaman left the vessel at New York, under the circumstances described in Section 14 (b), he was entitled to return transportation to his actual port of engagement, San Francisco, even though at the commencement of employment at San Francisco he had assumed the port of engagement of the seaman he replaced, New York. In other words, it is the intention of the Committee to provide that in cases of illness or injury incurred

in the services of the vessel, the Question: #3: Does the rest of seaman is to be provided trans-

Article V. Section 16 - Midnight Meals and Night Lunches (Freightship and Tanker). After discussion of the various problems that arose in the past due to misinterpretations of the provisions of the existing section and in an effort to clarify the meaning of the section and to outline a standard procedure, the Committee unanimously agreed to delete subsections (a) and (b) and to substitute in their place the following subsections (a) and (b):

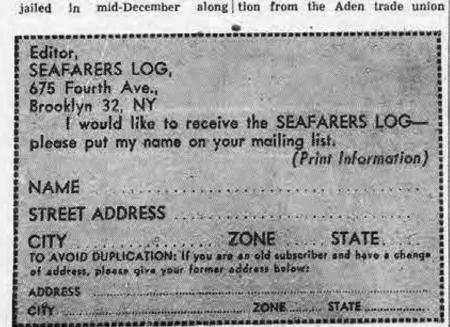
"(a) Members of the steward department actually engaged in serving hot lunches at midnight are to be allowed three hours' overtime for preparing and serving same.

"(b) When not more than the equivalent of one department is served at 9:00 PM or 3:00 AM night lunch, one cook shall be turned out to perform this work. When a midnight hot lunch is served to not more than five men, one cook shall perform this work. When from six to ten men are world, arrived at San Francisco served, one cook and one messman shall perform this work. When more than ten men are served, one cook and two mess-

Article II, Section 20 - Holidays. When a vessel is in Puerto where articles were terminated Rico, the following three days, which are recognized as Holidays for longshoremen in Puerto illness, requesting return trans- Rican ports, shall also be recogportation to the port where he nized as Holidays for the crew

> Good Friday July 17th (Munoz Rivera)

July 25th (Constitution Day) In addition to the above, some of the other brothers who were sent contract clarifications during the past few days were: John Dunne, deck delegate, SS Eagle Traveler; Wilber E. Coutant, SS Bradford Island: Thomas C. Hopkins, Jr. ship's delegate, and Donald Morrison, engine delegate, SS Taddei Victory; Robert Anderson, SS Oceanic Spray; Joseph N. Mc-Gill, ship's delegate, SS Manhattan, and Marion F. Fila, ship's delegate, S/T Orion Planet.



movement from the beginning due to fears that it would hinder the economic and social progress of Aden itself.

made to Duncan Sandys, British Secretary of State for Commonwealth Relations & Colonies, and to Sir Kennedy Trevaskis, High Commissioner for Aden and the South Arabian Federation. The labor confederation emphasized that the detention of the Aden unionists constituted a violation of trade union rights which the ICFTU could not tolerate.

Restrictions Still in Force

Although the release of the unionists has been secured, the ICFTU said that grave restrictions are still in force which seriously hinder the normal functioning of the trade unions, The state of emergency has not been lifted, meetings of more than five persons are still banned. The ICFTU said that it still plans to maintain its complaint to the International Labor Organization against the British Government until all rights are restored. The Adenese trade unions' struggle is still not over, the ICFTU said.





LEGISLATIVE ROUND-UP. The Senate has-confirmed the nomination of Nicholas Johnson to be Maritime Administrator. Johnson succeeds Donald W. Alexander, who resigned the position on October 31, 1963. During the interim between Alexander's resignation and the Johnson appointment by the President, Robert E. Giles served as Acting Maritime Administrator, Johnson is a native of Iowa City, Iowa, and was graduated from the University of Texas. He has taught law at the University of California and, prior to his appointment, was a practicing attorney for a law firm in Washington,

Sen. Warren G. Magnuson (D-Wash.) has introduced S. 2552, a bill which would place oceanographic research vessels in a category separate from commercial vessels for purposes of administering United States inspection and manning laws. Under the terms of the bill, oceanographic research vessels would not be considered passenger vessels or passenger-carrying vessels under laws relating to inspection and manning of merchant ships by reason of the carriage of scientific personnel. Scientific personnel on such vessels also would not be considered seamen.

A bill known as HR 9903, the Transportation Amendments of 1964 bill, has been favorably reported from the House Interstate and Foreign Commerce Committee. The measure, if enacted, would enable railroads to continue discriminatory practices and would force a further decline o the US coastwise fleet. The measure would exempt railroads from the "commodity clause" provision of the Interstate Commerce Act in the transportation of all products except agricultural and fisheries commodities, and would permit railroads to be both owners and transporters of products. The result would be the eventual elimination of

Another provision of the bill would grant an exemption from ICC regulation to railroads in the transportation of agricultural and fisheries commodities. This would do great harm to the coastwise water carriers who now rely heavily on the transportation of agricultural commodities in their business.

LABOR ROUND-UP

A massive "pressure campaign" national Ladies Garment Workers waged by an employer and the community structure of Orangeburg, SC, against representation of its workers by the International Association of Machinists has led were accepted by three jobber the National Labor Relations Board to set aside the results of the first election. The Utica-Herbrand Tool Div. of the Kelsey-Hayes Co., recently moved to Arangeburg and set up a non-union shop. When the Machinists tried to organize, the NLRB said, the employers threatened reprisal and loss of job opportunity if the employees selected the IAM. The case had a unique factor-the use by the company of a printed version of the movie which is a fictionalized account of an IAM strike in Indiana, called "And Women Must Weep." The NLRB has set aside five previous votes on the basis that the movie pollutes the atmosphere required for a free choice by workers.

After almost seven months of striking against US Tire and Rubber Co. nearly 1,000 United Rubber Workers won a settlement of their long struggle against cuts in work standards and wages demanded by the management. The dispute involved a supplement agreement to the national agreement negotiated by the URW and the company, Finally, the company withdrew its demand for wage cuts ranging up to 60 cents an hour and agreed to a number of improvements asked for by the strikers. Plant gate collections during the long strike helped maintain a soup kitchen which the local opened at its headquarters to supplement the \$25 check given each striker weekly out of th URW strike fund.

* * *

A package of wage and welfare

Union which averages eight percent and averted an eight-state walkout of 80,000 dressmakers and allied workers. Contract terms groups on the last day of a 10-day deadline extension. The new threeyear pact provides for wage increases of \$6 a week for cutters and of 5 percent for other weekly workers and increases in employer contributions to the welfare fund.

t t t

The Supreme Court has agreed with the National Labor Relations Board that the Exchange Parts Co. had committed an unfair labor practice when it passed out holiday, vacation and overtime benefits in a successful campaign to persuade its workers to vote against representation by the International Brotherhood of Boilermakers. The sent a letter to each employe before the election, telling the workers that only the company, and no union, could give out such checks. The court called the move "fist inside the Iron glove," and said the benefits received from the company were likely to be "ephemeral."

Tactics used by a blg non-union construction firm in trying to prevent the Plumbers from winning a new election will be necessary, the NLRB has ruled. Board members voted 4-0 to set aside the results of an election held among 1,500 Daniel Construction Co. workers at 50 job sites in four southern states. Among anti-union violations the employer was found guilty of were coercion of employees, interrogating employees about union sympathies, and

'Ah, Just For You...'



A citizen's right to peaceful protest and assembly has always been viewed as a yardstick in evaluating the democratic processes of any government. Any curtailment, by a government, of this basic human right is often only the first step in a continuing erosion of basic civil liberties.

That first step has now been taken by the Canadian government. Last month, 14 officials and rank-and-filers of the SIU of Canada, including President Hal Banks, were arbitrarily indicted by the Canadian government on charges of conspiring to stage a peaceful protest in front of the Canadian Parliament by some 2,000 Seafarers.

Protest Government Trusteeship

The protest was against controversial legislation adopted by the Canadian Parliament last fall to impose a government trusteeship over five Canadian maritime unions and all their affairs. The trusteeship arose out of an attempt to supplant the SIU of Canada and destroy a ten-year bargaining relationa 1961 election were so unfair that ship between the union and Upper Lakes Shipping Ltd.

In instituting the trusteeship over five maritime unions in Canada, including the Seafarers International Union of Canada, the Canadian government had already moved in the direction of curtailing freedom and basic rights of Canadian citizens. It went further gains has been wen by the Inter- thrests of reprisals for union votes. When the trustees, on their own initiative as

empowered in the trusteeship legislation, were able to impose news censorship over the Canadian maritime labor movement.

Now, the indictment of union representatives and rank-and-file members for "conspiracy" because of a peaceful protest before their elected representatives in Parliament is one more step along the road to totalitarianism.

Harsher Measures Next?

It is hoped that this infringement and flagrant disregard of basic citizenship rights by the Canadian government is only a lapse in the democratic process for Canada, and that the headlong rush toward iron-fisted control of all labor is not the next step.

The technique of "keeping people in line" by barring them the right of protest and threatening them with imprisonment for doing so is well documented by historians. Canada is already well along this road.

Further, a democratic posture does not allow for such inconsistencies. People either have rights or they do not! There should be no exceptions to the rule where totalitarianism is concerned. There has to be an end to this "both sides of the mouth"-style of democracy, so that the right to protest peacefully will be restored to all Canadian citizens regardless of their beliefs or affiliations. Instead of trumped-up indictments of Union officials and members, let's call the Canadian action by its proper name: Union-busting.

Schoolboy Broadcasts SOS For Missing Toy-Horse

Attention, Seafarers in all ports! Be on the lookout for a globe-trotting pony missing since Sept. of 1962 and believed to have been the victim of foul play. The pony, a handmade stick horse answering to the name of Gold Dust II, was last seen in Sidney, Australia, presumably headed for Rome. +

superintendent R.W. Reynolds Dust II was born. of Putnam, Tex., on behalf of his son, Roddy, reached the LOG office, recently, and we are passing Dust II set out on his own world it on to readers all over the globe.

Pony Express Tribute

"We know seamen would never fail to answer a distress signal," explained Reynolds, "so we've come to you for help."

Young Roddy Reynolds, a 12year-old back in 1960, sought to commemorate the 100th anniversary of the Pony Express and in the process, create friendship and good will throughout the US and the world.

To achieve this purpose, Roddy dispatched his stick-horse Gold Dust with a note tied to his saddle instructing all who wanted to in America instructing all who wanted to end of their journey; the trip to be recorded in a logbook attached to the saddle, and then be turned over to another traveler who would do likewise.

Starting from US highway 66 28, 1960, Gold Dust "carried the five continents. Goldy came home March 13, 1961, from Johannesburg, South Africa, loaded down with souvenirs, clippings, and other honors he had garnered during his trip.

Gold Dust's trail-blazing journey around the world was such a success that it was decided another trip should be made. However. Goldy had become such a celebrity as a good will ambassador in his first venture that it was felt it would be safer to send a

AFL-CIO Asks Arms Ban To South Africa

BAL HARBOUR, Fla. - The AFL-CIO Executive Council has urged the American government to take the lead in securing "the tional embargo on oil and arms shipments to South Africa."

The council acted after hearing Nana Mahomo, a membe, of the National Executive Council of the Pan-Africanist Congress of South Africa, describe recent developments in his country.

Deteriorating Situations

The council said that the deteriorating situations in South list. Africa "threatens to erupt into an armed conflict" with the likelihood of spreading throughout the continent of Africa and "embittering racial strife the world over." The South African government with its "inhuman cacist policies and practices" can only be halted in its drive toward destruction by "concerted, effective action of the free world," the council said.

labor to assist the African resistance movement in its struggle "to 230,470 of '62, but a drop in ship overcome the forces of racial production from the previous tyranny and to avoid being over- year. whelmed by totalitarian forces that threaten to wrest the initia- are, in order, Yugoslavia, Poland, tive from those who are struggling Spain, Finland, Belgium and for freedom in South Africa."

This urgent SOS from school different representative; so Gold have proved to be his downfall.

Five months after the first odyssey had been completed, Gold gallop, bearing the motto, "My business is to make friends."

And make friends he did, all the way from the capitals of Europe to Japan, the South Pacific and Australia. And as he traveled, Goldy II became even more of a celebrity than his predecessor, appearing on radio and television programs, and being the object of newspaper interviews across the continents.

But his fame eventually may

Shipbuilding Drops Again

LONDON-The United States has fallen further behind the paceeast of Albuquerque, NM, on July makers in shipbuilding according to the latest report issued by mail" to hundreds of places on Lloyd's Register of Shipping two weeks ago.

The 1963 tonnage fell off more than 150,000 tons from the previous figure as the total number of new ships produced dropped to 78, 12 fewer than the 1962 count, Actual tonnage declined from 449,-050 tons in '62 to 294,427 in '63.

The US now ranks tenth among the sixteen leading builders.

The leading builder still is Japan with a gain of 184,206 tons and 558 ships over 1962. That gives Japan the world-leading total of 2,367,353 gross tons afloat.

West Germany, the second leading producer with 970,579 tons and 185 new ships, saw its totals drop from 1962 highs of over 1 million tons and 234 ships.

Britain Ranked Third

Third place Great Britain and to 927,649 gross tons and 160 ships last year.

Sweden was next with 887,738 tons and 71 ships, a gain of tonnage from the 841,022 of '62 creating the organization, imposition of a complete interna- and a dip in actual ships built from the previous year's 74.

and 55 ships as opposed to the previous year's production of 348,-196 tons and 51 ships.

French production jumped from 84 to 88 ships, but tonnage dropas France placed seventh on the

The Netherlands, with 377,026 gross tons and 148 ships, as compared to the '62 figures of 418,484 and 151 ships stood seventh on the listings.

Norway, with 340,930 and 91 ships, showed a slight drop in tonnage and vessels from the 376,-444 tons and 95 ships of '62, and stood in eighth place.

In ninth place among the shipbuilding powers is Denmark with In addition it urged organized 322,953 gross tons and 34 ships, an increase in tonnage from the

> Following the US in tenth place Canada, rounding out the top 16.

En route between Sidney Airport and Rome, Gold Dust II's trail vanished. The mighty wooden stallion with the feedbag filled with good will disappeared and was never heard from again. The last report arrived in Sept. 1962. but recently Roddy heard of a merchant seaman who had mentioned something in a letter to relatives of having seen or heard something of Gold Dust II in his travels.



Roddy Reynolds greets Gold Dust I just after the hand-made stick horse returned from Johannesburg in 1961.

And that's where the code of the sea comes in. If Gold Dust II is to be found, it must come of a world-wide search. Anyone with information about GD II is requested to write: R. W. Reynolds, Supt., Putnam High School, Putnam, Tex. This is a legitimate SOS and it deserves a reply.



Menu Planning Means 'Plan Ahead'

Planning a meal is an important part of the steward's job and, in planning advance menus, he should consult with the chief cook on the supplies, facilities and other factors that affect the choice of the foods to be served. The balanced meal that results from a well-thought-out menu does not require reference to complicated tables of mineral and vitamin requirements.

The key words in planning each meal are variety and contrast. As many types of foods as possible should be included to avoid monotony. No single food should be served more than once in any meal. Although certain combinations of foods are more popular than others, an element of surprise gives a meal variety. Menus should be planned to provide variety and contrast in flavor, texture, color and form,

All menus should be within the capacity of the galley crew, equipment and supplies. The galley crew should be experienced enough to prepare the food and the most perishable items should be used first, Some dishes will always be popular and require seconds; others will naturally require fewer portions. Plan ahead so that the galley has ample time to prepare the meal. Menus should be designed using no more than two dishes which require long or difficult preparation.

Interesting meals are a high spot in the crew's daily routine and crewmembers' palates should be tempted by preparing and serving foods they like. Stewards should also realize that external factors such as weather conditions and climate affect crew appetites and meals should be planned accordingly. In hot weather, crisp foods and ice cold beverages will be appreciated. In cold weather, warm dishes can be contrasted by serving substantial hot foods.

The flavors of food are contrasted by serving savory or tart foods with bland ones. Texture variety is provided by serving crisp and soft foods together. Colorless foods should be offered in combination with colorful ones to give the plate "eye appeal."

Knowledge of the elements of the "Basic 7" food groups and the use of foods from each group every day will provide proper nutrients for feeding a hungry crew. Proper use of the "Basic 7" leaves a steward with a wide choice of items to be served and almost unlimited choice in methods of preparation.

The "Basic 7" food groups and the minimum suggested servings from each are:

Group I. Green and yellow vegetables. Two servings each day. Group II. Oranges, tomatoes, grapefruits, raw cabbage and salad

greens. Two servings per day. Group III. Other vegetables and fruits. Two servings and one potato

Group IV. Milk and milk products. One pint or its equivalent each

Group V. Meat, fish and fowl. One serving and one egg per day. Group VI. Bread, flour and cereals. A serving with each meal. Group VII. Butter and margarine equal to at least two ounces daily.

Customs Bureau Marks Birthday

NEW YORK-After 175 years of successfull operation, the Bureau of Customs will have its anniversary commemorated. President Johnson has proclaimed 1964 as United States Customs Year.

and protect US industry, was established by the first congress on July 31, 1789, when President George Washington signed the bill

The official observance of this anniversary will take many forms The Italians, in fifth place, throughout the year. A gala dinshowed an increase in ships and ner-dance for more than 1,000 of tonnage with 492,176 gross tons the bureau's employees has already been held at the Sheraton Park Hotel in Washington. The Treasury Department, Customs' parent organization, honored its progeny in a speech delivered by ped from 480,578 to 447,079 tons Treasury Secretary Douglas Dil-

> The Post Office Department, too, has gotten into the act. Postal authorities have issued a

> > Quitting Ship? **Notify Union**

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

the customs service anniversary emblem.

The emblem shows a blue outline of the map of the US with the word "customs" emblazoned across it, also in blue, with the exception of the letters U and S. which are in red. Also affixed to the map is the seal of the customs service and a pair of crossed US flags of 1789 and 1964.

The department also has issued a special cancellation stamp to 28 post offices around the country. The stamp reads: "US Customs, 175th Anniversary, 1789-1964."

The government intends that the school children of this nation become more familiar with the workings and history of the service. To that end, a brief history is being compiled and will be distributed to schools throughout the country. In addition, a special edition of Customs Today, the organization's house organ, will feature a history of the service.

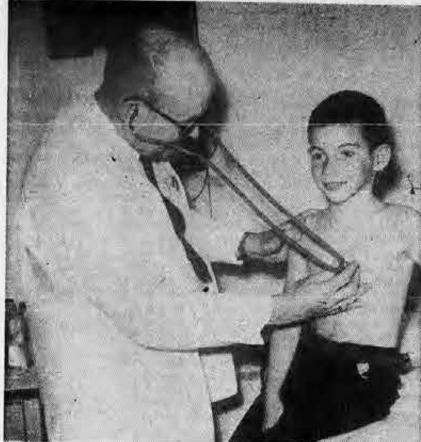
To insure maximum recognition and observance during this anniversary year, President Johnson has directed the customs service to participate in activities commemorating its founding and operations, and marking the agency's contributions to the health and welfare of US citizens.

Johnson has also called on civic and industrial organizations to cooperate with the bureau in cele-

The customs service, whose commemorative post card and a brating its birthday "in recogni-864 gross tons and 187 ships in '62 purpose is to raise revenue two-color four-cent stamp bearing tion of 175 years of mutually beneficial relationships."



SIU Rail Tugman's Family Turns Out For A Checkup



Runaways High In Sea Disasters

LIVERPOOL-Statistics recently released from an underwriters association here revealed that ships from two of the most favored runaway havens-Liberia and Panama-ranked

high on the list showing the ! number of ships that were Panama was 52,306, while Liberlost at sea in 1963.

Highest Since 1929

In all, there were 148 ships stricken from the active list of the world's merchant fleet last year. The figure was the highest for a single year since 1929, and was 24 more ships than were lost last year. The highest number of losses-71-were accounted for by foul weather and winds, while fires and explosions caused 23 losses.

Collisions claimed 21 ships and 18 others were abandoned and sank. Contact damage took 8 vessels; machinery shaft and propeller damage claimed one; weather damage took another one; four ships were listed as missing and one went down due to other

The total tonnage loss for

ROU Head Gets New **Union Post**

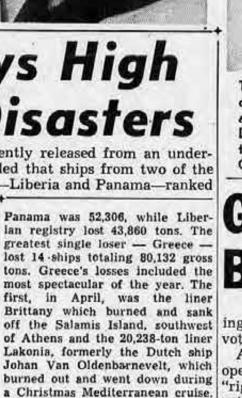
NEW YORK-Joseph P. Glynn, general chairman of the Radio Officers Union, has been elected to the international executive board of the Commercial Telegraphers Union.

Glynn has been employed by the ROU since 1948 as dispatcher and then assistant to the general secretary-treasurer. He served with the merchant marine as a radio officer during World War II.

The new board member joined American Overseas Airlines after the war and served as a flight communications officer. He holds first class FCC radiotelegraph and radio telephone licenses, as well as a CAA flight radio operator certificate.

Glynn's background also includes a law course at LaSalle Extension University.

The ROU, as the marine division of the telegraphers union, has been a member of the Maritime Trades Department for many years.



47,715 gross tons. The US was the world's sixth largest loser of ship tonnage. The American-flag total was seven steam and motor-powered mer-

Great Britain was second loser

with 18 ships lost at a gross ton-

nage of 53,453, Panama was third,

Lebanon fourth and Liberia fifth.

Lebanon lost a total of 11 ships of

chant ships of 41,902 gross tons. The most memorable disaster was the total loss of the liquid sulphur carrier Marine Sulphur Queen, which disappeared with her entire crew Feb. 15, 1963, 230 miles southeast of New Orleans,



The Jim Sullivans hit the SIU clinic at headquarters for an annual checkup which kept the doctors busy for quite a while last week. Lined up and waiting for the medico (above, I-r) are Mrs. Sullivan; Arlene, 6; Michael, 8; James, 4; Kathleen, 5; Bernedette, 3; Danny, 1; Dolores, 2, and proud papa Jim admiring his brood. Son Michael (left) gets started with the doctor while the others patiently await their turn. Sullivan and his family live in Jersey City, where he has been a railroad tugman for 19 years.

Goldwater Crosses Picketline But Won't Show His Face

PORTLAND, Ore.—Sneaking out a side door to evade photographers and continually hiding his face from public view, presidential hopeful Sen. Barry Goldwater (R-Arizona) placed votes above his own oft-proclaimed valor here recently.

A long-time advocate of the open shop and so - called sneaked out a side door and man-'right to work" laws, Goldwater spent about 90 minutes in the striking, scab-operated Oregonian-Journal newspaper building talking things over with the papers' publishers. Workers at the "Oregonian" and "Oregon Journal" have been on strike over four years and have been replaced by an odd assortment of strikebreakers.

Becomes Bashful

building however, Goldwater suddenly became bashful about recrossing the picketlines in full view of news photographers who arrived managed to get his hand halfway from conservative outflanking recognizable.
maneuver, he and his party Goldwater was in town to drum

aged to make it to their car.

At this point the photographers caught up with them. Goldwater quickly ducked hehind a copy of the scab-printed Oregonian as the flashbulbs popped. Success was his. At no time did he allow his face to be photographed.

Republican State Representative Robert Chappel was only half as successful. He got his hand up only as far as his eyebrows be-When it came time to leave the fore being immortalized for the voters to see. Least successful of all was Republican national committeeman Lowell Paget, who only in the interim. With a bold, far to his face and remained plainly

up support for himself in Oregon's key presidential primary. His chief opponent for the Republican nomination, Nelson Rockefeller, has also visited Portland but turned down an invitation to visit the striking newspaper operation, saying there just wasn't time.

Meanwhile, last month marked the fourth birthday of the Portland Reporter, a newspaper which was established here as an outgrowth of the Oregonian-Journal strike which began in November, 1959. The Reporter was started in February, 1960.

New Windows Cast New Glow In Lighthouse

, JAMESTOWN, Rhode Island-Local Coast Guard officials became alarmed here recently, when it was reported that Beavertail Light and several other lighthouses in New England were shining spurious and misleading flashes.

Beavertail, with its 130,000candlepower light, appeared to be giving off four flashes with each rotation instead of two, as stated on charts and sailing guides.

Investigation later proved that the extra flashes came from reflections cast by the light on the glass windows enclosing it

The reflections were eliminated by installing curving plastic windowns at Beavertail, the third oldest lighthouse in the nation,



Behind that newspaper playing peek-a-boo with the labor vote is Sen. Barry Goldwater, potential candidate for the Republican Presidential nomination. He and his entourage had just crossed International Typographical Union picketline at the scab-produced Portland Oregonian & Journal. Also shy of the impression he's making on labor is Republican State Representative Robert Chappel (driver). Next to him is GOP national committeeman Lowell Paget. A Goldwater aide seems amused by the shenenigans.

Balloting Committee At Mobile



Membership-elected SIU balloting committee at the port of Mobile takes time before the day's polling activities begin to check each other out on proper balloting procedures to be maintained in accordance with the SIU constitution. Left to right, committee members are Joe Roberts, Robert Broaddus and Archie E. Delaney.

TELEPHONE UNION NIPS IBT RAI

NEW YORK-The Communication Workers of America turned back another raid attempt by Jimmy Hoffa and his Teamsters as they scored a decisive victory in a National Labor Relations Board election that was held here last month. The CWA won the election by a count of 12,558 to 8,751+

for the Teamsters. The election encompassed 23,000 CWA members in both the New York City area and upstate New York. They have been represented by the CWA since the Union won bargaining rights in

This was the sixth attempt that the Teamsters have made to raid a CWA Local. In 1962 the CWA defeated a Hoffa-sponsored raid among the 17,000 equipment installers of the Western Electric driving back the raiders from the Company by a 3-1 margin. Western Electric is an affiliate of the American Telephone and Telegraph Co., as is the New York Telephone Company.

Recent Teamster raid attempts on two other AFL-CIO Unions were also turned back by decisive margins. In Los Angeles the United Rubber Workers smashed IBT raid attempt at the Mattel Toy Company by winning an NLRB election victory by a more than 2 to 1 margin, and in Miami the Brewery Workers turned back a second Teamster raid attempt at the National Brewery Company by winning an NLRB election by a 72-50 count.

The Teamsters' defeat by the Communications Workers occurred in one of the largest National Labor Relations Board elections in recent years. The election itself was preceded by an attempt by three officers of CWA Local 1101 to bolt their union for the IBT.

The three, who were suspended immediately afterward, announced that members at aclocal meeting had voted to disaffiliate with the CWA. They claimed the local executive board had then decided to join the Teamsters.

The Truckers' union promptly chartered the former CWA officers and then assigned 18 staff members to an organizing campaign. Petitions were then presented for an NLRB election.

The Communications Workers denied the right of the local to cut its ties with the international union under the CWA constitution. An administrator and temporary assistants were named to run the affairs of Local 1101. Key support for the Union came on Jan. 10 in Albany when the heads of the 23 locals in New York state voted their support and blasted

Hoffa and his associates for meddling in CWA affairs.

Further support for the CWA local came from AFL-CIO president George Meany who gave the full support of the federation to the Communication Workers.

Meany Sends Congratulations

In a message of congratulations following the CWA victory, Meany said, "I congratulate the Communications Workers on their success in the campaign in New York in Teamsters. The telephone unions in New York refused to listen to phony promises and cast their votes for clean, decent trade un-

CWA president Bierne has announced that he has notified the New York Telephone Co. of his union's desire to resume bargaining immediately. He said the CWA intended to get "very sub-stantial improvements" in wages and working conditions.

Commenting on the votes cast against the CWA in the election, Beirne noted that the New York locals have problems "that need to be solved . . . We are aware of these problems and during the campaign served notice on the management that the individual grievances caused by the company's mismanagement" must be

Welland Canal Tolls Draw Industry Fire

MONTREAL-A plan by the Canadian government to reimpose toll charges on the Welland Canal between Lake Ontario and Lake Erie has drawn sharp criticism from the Great Lakes Waterway De-+

velopment Association, which tion of tolls at the beginning of represents grain producers, the 1964 season "discrimination shipping companies and industries against the province which proin western Canada. The toll was originally suspended by the industrial production, employment ago.

The group called the reimposi-

Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to ome up with equal evertime when the easier jobs come lo: .. This practice is unfair to Seafarers who take OT job- as they come.

The general objective is to tilize OT as me has possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can ma' up the overtime he turned down before.

vides Canada with the bulk of its ships can neither enter nor leave without the payment of a toll," the group pointed out.

The proposed reimposition of tolls on the Welland Canal is part of a joint US-Canada attempt to amortize the cost of the St. Lawrence Seaway through tolls in a 50-year peribd. With toll collections far behind expectations, hearings on a possible increase in Seaway tolls is scheduled for this month.

Meanwhile the St. Lawrence Seaway authority has announced tentative opening dates for the canals under its authority. The Welland Canal is scheduled to open April I, weather and ice conditions permitting. Other tentative opening dates are:

Sault Ste. Marie Canal, April 13; South Shore, Beauharnois, Iroquois, Lachine and Cornwall canals, April 15; Wiley-Dondero canal April 15 or earlier if ice conditions permit.



By Lindsey Williams, Vice-President, Gulf Area

Statewide Vote Due In Louisiana

As Louisiana prepared to vote in a statewide general election, the heaviest vote for a Republican state candidate since reconstruction days was indicated. Louisiana, already regarded as a two-party state in Presidential elections, seems to be edging in this direction in state and parochial affairs,

John J. McKelthen, the Democratic nominee, was being vigorously opposed by Charlton Lyons, a Shreveport Republican. McKelthen, who appears to be a "middle-of-the-roader," was endorsed by the Greater New Orleans AFL-CIO. Lyons, an arch conservative, had the backing of the White Citizens Council group in South Louisiana. While most of the experts conceded the McKeithen would win the election, they were almost unanimous in predicting that the Republican vote would exceed 200,000 out of an anticipated total of 600,000 plus.

This would give Lyons the highest total for any state Republican candidate in this century. The Republicans also had candidates in the field for a few purely local offices, including some seats in the State Legislature, but any really serious showing on their part would be a completely unexpected reversal of form.

In Orleans Parish, property owners also were asked to approve a \$14.5 million bond issue for public improvements including roadways to open up for industrial development the new deepwater Mississippi River-Gulf Outlet. The bond proposals were supported by the AFL-CIO.

The political pot also is bubbling in Texas, where candidates are beginning campaigns looking to the Democratic primary in May. The Texas AFL-CIO endorsed President Lyndon B. Johnson and US Senator Ralph Yarborough as labor's choice for the Democratic party's standard bearers.

Trade unionists in Houston, and particularly the Maritime unions, were watching with interest the campaign of Jim Clark, vice president of Longshoremen's Local 1273, for representative to the State Legislature from Harris County. A delegate to the West Gulf Ports Council of the Maritime Trades Department, he had the endorsement of that body and also the support of the Harris County AFL-CIO.

The Port of Mobile will benefit from the sevices of a \$500,000 fire boat donated to the Alabama State Docks by the US General Services Administration. The vessel is the Navy tug Ensenore which is to be towed from the laid-up fleet to Mobile for conversion to a fire fighter.

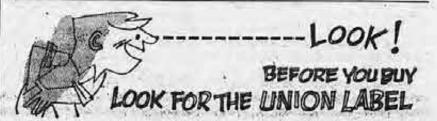
A hope that Mobile would share to the fullest extent in the grain rade boom was dimmed when political opposition generated by the State Commissioner of Agriculture and others interfered with a proposal to lease the grain elevator to private interests. The elevator is operated under Alabama State Dock's supervision. Some shipping interests have expressed the opinion that private operation would result in a greater volume of grain shipments through this port.

One of the oldtimers currently swapping sea stories with ex-shipmates on the beach in Mobile is James R. Bradley, who sails night cook and baker. He has been sailing since 1938 and always ships out of Gulf ports. His last voyage was on the tug Titan (Mobile Towing) which went coastwise to Atlantic Coast ports and returned to Mobile with a barge in tow. Other Seafarers on the beach in this port include Lawrence A. Holt who has been sailing out of the Gulf for 20 years; Emmet Mayo who paid off the Alcon Voyager recently and is visiting with his sister while waiting to catch another ship; Eddie Morris, who paid off as bosun on the supertanker Monticello Victory and says he is going to take it easy for a while before trying for another tanker job, and John Koen, who is waiting for the perch to start rising in the Dog River area where he lives. He last paid off as bosun on the SS Claiborne.

Tex Jacks is on the beach in Houston looking for another bosun's job like the one he had on the Santa Emilia (Liberty Navigation). These kinds of jobs do not hit the board every day, however. The Santa Emilia was a Liberty ship that tramped practically around the world while Tex was the serang. The company is one of those which believes in proper maintenance of a ship, which made for top overtime. This happy situation came to an end when the operators traded the vessel for a C-2 which was renamed the Santa Emilia and, as the Log went to press, was outbound to India from Lake Charles with a cargo of rice.

A couple of Houstonians who are waiting for a grain ship for the novelty of a trip to Russia are William Hamilton, chief cook, and Ben-Canadian government two years and tax revenues." Lake Ontario jamin Rucker, who generally sails chief steward or baker. Also on the would again become "the only one beach in Houston and waiting for a steward's job is B. G. Ladd. Bob of the five Great Lakes which Davis is expecting an addition to his family in the not too distant future, but he says he cannot wait around for the new arrival so will have to grab an AB job to keep the grocery money coming in. Bob Yeager is resting at home after paying off the Cities Service Norfolk. An avowed "tanker stiff," he'll be looking for another Cities Service spot when he is ready to go again.

> In New Orleans, Woody Perkins paid a visit to the hall. He is steward on the Afoundria which sailed for Northern Europe. Lefty McNorton made a job but came down with pneumonia and had to turn it back in and go to the USPHS Hospital instead. Lefty came out of it all right and will be in shape to ship again soon. I. J. Decareux is suffering from an impairment to his hearing and was given a "not fit for duty." He says this misfortune has brought home sharply to him the value of the Sickness and Accident benefits. Louis B. Duracher has started pitching his card at any Group I job that comes along after trying to sweat out a bosun's slot. Red Posey, who alternates between deep-sea and inland work, is looking for the right spot on a river boat. Nevin Ellis came over to New Orleans from Tampa and is ready to ship out. A busy two weeks,





Shipping Good Even Without Tugs

Despite the fact that the tugboat strike in New York is over a month old, and many ships were diverted to other areas, shipping remains good for SIU members. Last month we paid off 37 ships, signed on 13 and serviced 43 ships in transit. However, shipping did drop from the previous month, primarily in the tanker field, because the companies did not want to take a chance without tugs.

A real tragedy occurred on the Azalea City recently. Bosun Ernice Cortz-was working in the No. 5 hold when he fell 14 feet. Cortez was unable to receive any medical attention from the Coast Guard due to bad weather and heavy seas, and passed away ten hours after the accident. After a year's run on the Orion Hunter, Nick Angeloponlos is again registered for shipping in New York and looking for another long one.

Others seen around the headquarters hall these days include Sidney Segree, who recently paid off the Taddel Village after almost five months as cook and baker. One of our best ship's delegates, Dick Hufford, who recently signed off the Warrior, also was in to say hello. The Warrior paid off very clean.

Unfortunately, New York lost one of its everyday visitors when Louis Dennis refused to spend any more time in this snowbound city and shipped out as chief cook +

Smooth sailing, Louis.

The outlook for shipping in Boston looks very good now that cruise on the night of June 17. the grain shipments are starting to move out of there. Things are expected to pick up considerably. cided to hold another one, The settlement of the grain issue has already resulted in the sailing of the Transorleans and the Colorado. Both ships were tied up in Boston during the wheat ship boycott, which received the full support of the SIU and other maritime unions.

The SIU may have a potential singing star in its midst. Blackie Willdridge, who ships out of Boston and is now on his way to Russia with the Transorleans, recently cut a record on the Gold Band label entitled "Time and Time Again." Seafarers are urged to run, not walk, to the nearest record store to pick up a copy of Blackie's latest disk,

Shipping has been very good for the Port of Philadelphia. Ships paying off there have been exceptionally clean, and the ships' delegates have been doing a good job in making the job for the patrolmen on these payoffs a pleasant one.

We want to remind all SIU members living in the New Jersey area that the Retail Clerks are on strike against Food Fair and that we should support the strike by stores. The strike has been going on for 14 days and it looks like it's going to be a rough beef.

Another rough beef in Phila-Trades are waging against the ing very smoothly. ABC Construction Company. The company has been accused of using scab labor on its projects. The Philadelphia MTD Port Coun- you fellows who want to get a cil has supported the Building ship in a hurry. The new hall Trades in this fight since the beginning.

The oldtimers registered on the beach in Philadelphia include C. Thompson, who signed off as steward on the Alcoa Puritan and passes his time by playing knock rummy in the Union hall. Gene Augur, off the Trustco, is a Calmar Line regular and he's waiting out a bosun's job.

The situation on the Tulse Hill in Baltimore is just about the same. As you recall, this was the blacklisted Cuban trade ship that the ILA refused to load and it is still tied up in Baltimore. The company is trying to get an injunction against the ILA, but so far has been unable to do so. The SIU and MTD have backed up the ILA all the way on this.

Shipping in Baltimore is expected to be good for the next 30day period. In addition, the Bal- League is Dave Alston of the ILA. \$250.

aboard the Steel Apprentice. timore MTD Port Council held a meeting recently and made plans to hold its annual moonlight Cruises in the last two years have been so successful that it was de-

> The Retail Clerks are still meeting with the chain stores here on a new contract and so far they're at a standstill. New contracts have been completed by the SIU Inland Boatmen's Union for all Baltimore tug companies with the exception of Baltimore Towage. This contract should be completed shortly. A new contract has also been signed in Baltimore by the SIU United Industrial Workers with the Addison-Clarke Company,

> Some of the Seafarers on the beach in Baltimore include John Van Dyk, who's been sailing with the SIU for 20 years. He just signed off the Antinous from a Far East run, then made a trip on the Kenmar around to the East Coast. Diego Martinez is on the beach after making a trip in the steward department on the Steel Executive. Diego says that the first thing he did on arriving home was to tell his wife to get rid of all the dishes and buy paper ones. He refuses to wash any more dishes.

Frank Judah Jr., was telling the fellows around the Baltimore hall withholding patronage from these about the maiden voyage of the San Francisco. He recalls how at the beginning there was a lot of trouble with the ship's hot water system, but, after a new one was delphia is the one the Building installed everything has been go-

> The shipping outlook for the coming month in Norfolk is very good. Norfolk is a good bet for novation as a one-package, practhere is now in full operation, as the cafeteria started serving food on March 2. So we now have packaging such as 50 lb. bags and many Unions in Norfolk visiting the multiple handling of bagged the hall, which we believe provide the nicest union facilities in the state of Virginia. The Norfolk Union Labor Council has just moved into the hall and is conducting all its activities from and storage bins. there.

> The Hod Carriers recently joined the Hampton Roads MTD Port Council, which is beginning to have a political influence in the area. Incidentally, this council plans to let truck body builders made the largest contribution to election in the state of all organizations in the state of Virginia. The Port Council also made the \$130. The only other item needed, largest donation to the Tide- the platform on which the silo is waters Voters Registration League

SIU Ship Breaks Million Mark

BALTIMORE - The SIU-contracted A & J Mercury (Pacific Seafarers) carried a cargo of 6,392 tons through the Dundalk Marine Terminal here recently, pushing the total tonnage for the terminal over the one-million mark since its construction in 1960.

The Mercury loaded steel and military equipment at the five-berth marginal terminal to bring Dundalk's total up to the record figure. The C-2 was the 1,097th ship to use the facility here, according to the Maryland Port Authority. The terminal, the Authority said, is presently expanding its facilities to eight berths.

AFL-CIO Supports End Of Waterfront Agency

BAL HARBOR, Fla.-The AFL-CIO Executive Council announced here that it would support the International Longshoremen's Association in its campaign to have the Water-

front Commission of New York Harbor abolished.

The AFL-CIO is adding its support to legislation that would terminate the operations of the bi-state commission, which was set up on a temporary basis in 1953 for the Port of New York.

The ILA has contended for some time that the commission, which was originally organized as temporary agency, is no longer

needed. Its continued existence, the union points out, imposes costs on stevedoring and shipping companies that should be used to provide wage and benefit increases for longshoremer, and other port workers.

According to ILA attorneys, the industry has been required to tax itself nearly \$3 million a year to support the commission. In the ten years of the commission's existence, new Federal and state laws have been enacted that impose detailed restrictions on the conduct of union affairs, qualifications of union officials and union financial practices. These laws have made the Waterfront Commission obsolete according to the

The Waterfront Commission Act requires all longshoremen to register with the agency. It also provides for employment information centers at hiring sites.

Bills to abolish the commission have already been introduced in both the New York and New Jersey Legislatures. The New York bill would terminate the commission's powers and duties over a one-year period. Alternative bills have also been introduced in both legislatures to amend the Waterfront Commission Act to provide for gradual transfer of some of the commission's functions to workers and employers in the

Seatrain Trys Out 'Tilting' Cargo Box



One man goes into action to show the ease with which the SIU-contracted Seatrain's new Tilt-Tainer can be off-loaded from a truck and set into its upright sile position. Platform on which the silo rests is in lower right corner of photo.

EDGEWATER, NJ-A silo for the transporting and storage of dry bulk commodities which can be tilted on its side for easy trucking, has been put into use by the SIU-contracted Seatrain Lines here.

Called the Tilt-Tainer, this hybrid trailer combines a 40,-000 lb. capacity cargo container with an all-weather 25-ft. storage hopper. Its developer hails the intical answer to shipping distribution and storage.

Since the Tilt-Tainer is itself a package, Scatrain says, other chemicals is eliminated. Because it incorporates a built-in hopper, companies using bulk materials no longer will need to invest in railroad sidings, unloading facilities,

The name of the firm making the Tilt-Tainers, a subsidiary of Seatrain, is called Ship Container Corp. The silo was developed under that firm's name, but the firm make the container chassis trailer. COPE-\$500-in the last general The company will then lease the container to users for about \$75 a month and the tilting chassis for deposited when it is raised from -\$500. One of the officers for the the truck bed, will sell for about

Seatrain officials said that the entire rig can be off loaded from a truck into a silo situation in a matter of minutes by one man.

The firm has been working on the development of the container system for several years, but has heretofore been stymied by exacting specifications given to them by chemical companies desiring to use the system. Hoping to recapture some of the lost bulk cargo business, Seatrain kept at its invention. The result is that the Tilt-Tainer is already in use by at least one company, and others are waiting for production of a later model, to be of all-welded construction.



NY Port Cleanup Planned

NEW YORK-War has formally been declared on the bazardous debris in New York harbor. The NY Port Authority and the Army Corps of Engineers have agreed to work together in a clean-up study

Acting on the suggestion of Leo Brown, the city's commissioner of the Marine and Aviation Department, the two groups agreed to make a joint study of the problem,

Waterfront sites will be studied, photographs will be taken and maps will be drawn to illustrate the problems and how they may be resolved.

Past studies seem to indicate that most of the trouble arises from abandoned hulks and piers, and dilapidated waterfront structures. To remedy this, legal staffs of the agencies involved are drafting proposed amendments to federal laws that would require owners of deteriorating hulks to remove them or pay for the removal costs.

Also joining the war on debris are municipalities on the New Jersey side of the harbor. The general public, too, enlisted in the fight by attending a public hearing last Thursday, Mar. 5, at the Great Hall of the New York Chamber of Commerce, Austin J. Tobin, executive director of the authority, and Commissioner Brown also attended the meeting.

The meeting was called to study various methods by which the Corps of Engineers could be aided in their efforts to remove the excessive amounts of debris which have accumulated in both the New York and New Jersey areas of the harbor.

Foreign Shipowners Quit After Canadian Tax Hike

OTTAWA-A tax increase from 15 to 20 percent on earnings of all foreign-owned Canadian incorporated ship lines had led to a mass liquidation of holdings by practically all of

these companies, the Canarevealed recently.

The five percent tax increase budget. has driven out about half of the ocean-going ships presently owned in Canada, During a 15year period, five of these foreign companies contributed over \$6.6 million in corporate income taxes. had been forced to take. The Canadian government will be

Ships Hold Power Edge, **US Warned**

vide the crucial balance between victory and defeat in the world revolution of the '60's," counseled Edwin M. Hood, president of the Shipbuilders Council of America, in a speech delivered Feb. 19 before the Port of Seattle Propellor

"Official Washington has not yet recognized the inadequacies of our depleting arsenal of seapower resources," continued Hood, "let alone deal with them."

Hood, spokesman for country's commercial shipyards, contrasted the efforts of the Soviet Union with the US in this vital industry.

"Just in the field of undersea craft alone," said Hood, "the Russlans have 400 operational submarines and we have only 100." And, he added, "Hitler, with only 57 submarines, sank 519 allied ships in the first six months after the US entered World War II."

The Shipbuilders' head refused to indict a particular political party for our declining seapower, but preferred to lay the blame at the feet of those who indulge in budgetary expedience at the expense of national defense.

Hood singled out chairman of the House Armed Services Committee Vinson (D-Ga.) and the US Naval Institute as being particularly concerned with what they recognize as the declining effectiveness of the nation's merchant



dian Shipowners Association hard-pressed to replace revenue of that magnitude in the fiscal

In a brief presented to the Canadian Royal Commission on Taxation, the Shipowners Association made clear its members' reasons for the drastic actions it

Canada would never have a truly international merchant fleet until an international outlook was adapted to her tax structure, the brief stated. It must be recognized by the government that the entire business and revenues of the shipping industry are governed by the free play of international supply and demand, and any interference with that structure by inequitable taxation brings swift and drastle 'changes, the statement continued.

The association added that domestic taxation theories and pollcles cannot be applied to such types of international commercial enterprises. Final proof of the accurateness of these statements, it declared, was the almost unanimous liquidation response by the foreign members of the associa-

The association concluded its brief with an attack on the Canadian capital cost allowances that offer no incentive to shipowners to replace obsolete ships and

Disputes Plan Success Score Continues High

BAL HARBOUR, Fls .- Continuing success in mediation of internal disputes was reported by the AFL-CIO Executive Council here, with two-thirds of the cases filed settled without the necessity of a determination by the impartial umpire.

Since the effective date of the plan-known as Article XXI of the federation's constitution-on Jan. 1, 1962, there have been 265 complaints or claims filed, with 150 settled through mediation or by mutual agreement. Mediation is still in progress in 29 cases.

There have been 74 determinations by the impartial umpire and fact-finding reports, and 5 cases are still pending before him. Of the 74 determinations, violations of the Internal Disputes Plan were found in 55 cases. Appeals were made in 27 cases with 23 resulting in denial by the Executive Council subcommittee handling them, one referred to the council and two pending.

There have been 15 complaints noncompliance with the umpire's determinations. The subcommittee achieved compliance in eight cases, three are pending and noncompliance was found in four. Two unions are involved in the latter category in two cases eachthe Journeymen Stonecutters Association and the National Maritime Union, and sanctions are in effect for these organizations.

The council acted in one case before it, a claim for justification for action that would otherwise violate Article XXI. It ruled that the Air Line Pilots Association has justification in attempting to organize and represent stewards and stewardesses who are currently represented by the Transport Workers Union.

Assist On Seniority Card Mailing



Great Lakes SIU members lend a hand on mailing of 1964 seniority cards from SIU hall in Detroit as Seniority Director John Emery checks, progress. Group assisting in mailing including Lakes oldtimers (I-r) Clair Otis, Frank Rajkovich and James McQuald.



Ocean Vessels Now Sailing Lakes

In 1959, as a result of the joint efforts of the Canadian St. Lawrence Scaway Authority and the United States St. Lawrence Scaway Development Corporation, 27-foot-depths were available from Montreal to Lake Erie. Prior to 1959, only small ocean vessels of some 14-foot draft had been sailing between Atlantic and Great Lakes ports. The 27 foot depth and the enlarged locks between Montreal and Lake Ontario now enable much larger ocean ships to trade into the inland Lakes.

Some of these vessels exceed 700 feet in length and can carry a cargo of over 15,000 tons in or out of the Great Lakes. The first year the Seaway opened, only two SIU deep-sea ships called at ports on the Great Lakes-the Hurricane and the Cottonwood Creek. Since that time, we have had a steady increase of SIU ships coming into the Lakes.

In 1962, 13 SIU-AGLIWD ships loaded cargoes in Lakes ports, Many of these vessels came directly from foreign ports and pald off on the Lakes. Again, 1963 was another busy year for SIU ocean-going vessels.

A good idea of the effect the St. Lawrence Seaway has had on ships and sailors can be gotten from the example of the twin ports of Duluth-Superior, which are world famous for iron-ore shipments and grain shipments. Before the Seaway, these cargoes were carried on American and Canadian-flag vessels.

Remember, the Great Lakes area contains probably the greatest industrial complex in the world. Steel plants here produce more than 30 percent of the world's steel. For instance, from the Lake Superior area alone for the shipping season of 1963, vessels carried over 66 million tons of iron ore.

Besides what they carried in ore from the Lake Superior area, which is referred to as the Lakehead, vessels of different denomination carried 14.4 million tons of grain. An ocean vessel can haul a ton of grain from Chicago to Liverpool cheaper than railroads can haul it from Chicago to New York. They can haul it at less cost than a tractortrailer from Chicago to Detroit.

The variety of general cargo consisting of everything from automobiles to CARE packages and from soup to nuts moves on the Seaway and Great Lakes in considerable volume. For instance, from the same port of Duluth-Superior, 200 vessels representing 18 foreign countries, excluding Canadian and US Great Lakes ships, carried 376,000 tons of this general cargo.

Vessels engaged in Seaway service specializing in bulk commodities pay about 1/5 the line-hauling costs as compared to the railroads.

After leaving Montreal, a vessel will pass through eight locks before reaching Lake Erie. The vessel will be lifted 602 feet from sea level by the time it arrives in Lake Superior.

And it is well to note at this point that all traffic going into Lake Superior must pass through Sault Ste. Marie Locks. More tonnage is carried in an eight-month period on vessels passing through Soo Locks than via the Panama and Suez Canals combined in 12 months. For instance, in 1963, the tonnage through these locks was 86 million net tons.

Members of the deck department aboard these vessels will work around the clock once they enter the St. Lambert Lock until their vessel clears the Welland Canal. Many an SIU member who has made this run can tell you that more overtime can be made in one month on the Great Lakes than in the average three-month voyage offshore.

Grain shipments will be very important to Seafarers in 1964. SIU deep-sea vessels are expected in greater numbers this year on the Lakes. US vessels carried only 15.75 percent of all grain cargoes on the Lakes last year. Canadian vessels accounted for 60.73 percent of the grain cargoes and other foreign bottoms carried the remainder.

In 1955, US vessels in Duluth loaded 111 million bushels of grain compared to 1 million loaded on Canadian vessels. But in 1963, Canadian vessels increased their cargoes by 44 million bushels while American vessels decreased by 55 million bushels.

When one looks at these figures and includes bulk cargoes like coal, ore and limestone, it is easy to see that the foreign flags have taken over. American vessels have lost 80 percent of all cargoes they once carried out of the Port of Duluth.

It is well to note that in the five years the St. Lawrence Seaway has been in existence, there has been a steady increase over each year. The Welland Canal, which is the last of the eight locks on the St. Lawrence Seaway that locks vessels into and out of Lake Erie from Lake Ontario, marked up another record year at the close of the 1963 shipping season.

Seek To Keep Scab RR Off -**Rocket Base**

BAL HARBOUR, FLA.-Assistant Sec. of Labor James J. Reynolds announced here that he had recommended to Labor Sec. W. Willard Wirtz that access to Cape Kennedy by the Florida East Coast Railway "be terminated" because there is no procedure to resolve the year-old strike acceptable to the railway's management.

Earlier in the week he had attempted to set up a session between the railway unions and FEC management. It failed because of the railway's insistence on having a court reporter present. Reynolds said the railroad unions had accepted a procedure for final and binding arbitration of the dispute.

Meanwhile an agreement was reached for a continuance of the temporary restraining order blocking picket lines secured by the National Labor Relations Board with the understanding that the unions would give the court 72 hours notice of any intention to resume picketing, As of Feb. 19 there were no pickets on the FEC spur running to Cape Kennedy and trains were free to move.

Management "Petulant"

Reynolds told reporters here after his two and one-half hour attempt in Daytona Beach to settle the dispute that the "petulant insistence" of FEC management on a philosophy that has "no place in this century" was blocking a settle-

He also said that the Florida Public Utilities Commission and the state's Gov. Farris Bryant had been "strangely silent" on the FEC dispute and especially on the question of whether the railroad had been living up to its obligations in terms of serving the public, Reynolds said this was particularly puzzling in view of the fact that management has refused to take any reasonable step to resolve the dispute.

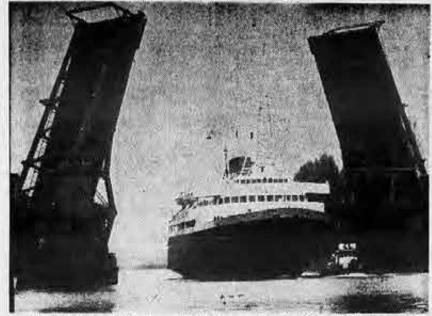
Reynolds' statements followed a press conference at which Chairman George Leighty of the Railway Labor Executives' Association said there were no indications that the FEC and Board Chairman Edward Ball had any intention of settling the dispute, and that Ball was acting like a "feudal baron."

Benefit Recipient



Thomas Roulhac (right) receives death benefit check for his wife, Ella, who was employed by the SIU United Industrial Workerscontracted Dixie Jute Bagging Corp. in Norfolk. SIU Rep. Marvin Hauf presents Roulhac with his check at the Norfolk Hall.

Coming Through



The SIU Inland Boatmen's Union-contracted ferry Matanuska gets an assist from a tug as she passes through an open drawbridge into Lake Union in Seattle, Washington. The giant ferry, one of three operating on the Alaska Marine Highway, was in Seattle for remodeling to provide additional staterooms.



Shipping continues to be very good for the Port of Seattle, due mostly to increased grain shipments. We had six ships in there through the end of February, including the Niagra, which loaded grain for Russia and then got out again. She should be there in the next few days. Besides the Nisgara, the ships in were the Josefina, Hastings, Elemir, Transyork and the A&J Midamerica. Payoffs for Seattle in March are expected to include the Iberville, Longview Victory, John C. and the Robin Hood. In addition, other in-transit vessels are expected in the Seattle and Portland area during March.

With the fast pace of shipping holding up at Seattle, the beach has been swept clean of oldtimers and we haven't gotten to chat with any for several days now. With things the way they are, it would be a good bet for AB tickets and fireman-watertenders to head for Seattle to catch some of the good shipping which should be available this month.

Wilmington got a kick out of crewing up the Penn Sailor last month. This vessel was formerly an NMU ship, the Gold Stream. The Orion Comet also crewed up at Wilmington, which saw ten ships in transit during this period.

Oldtimer Lester Lapham has been around Wilmington killing time doing jigsaw puzzles. Les has his jigsaw puzzle business down to a fine art. Winston Battle is also on the beach there, still not fit for duty. He just go off the Penn Challenger where he was working as standby. Oscar Rosenfelt has been around too and is now just about ready to head back to sea. A Sea-Land ship which wouldn't take him too far from his favorite TV channels would suit him just fine.

Several oldtimers got in some beach time at the hall in San Francisco. Frank Baron is still on the beach looking for an AB slot after signing off the Young America. Recently off the Steel Admiral, oldtimer Victor Shavroff is casting around for a ship that needs a bosun and feels pretty ship" for the part she played in sure of finding one very soon. Itchy feet are also beginning to trouble the rescue of nine crewmembers oldtimer Mike Iwaski who fired, watertended and oiled like mad aboard the Yaka on his last trip and is now looking for another black gang job Ziang on March 29, 1963. The where he can practice his art.

Also seen around the San Francisco hall are M.J. Doherty, with an urge to get back on the high seas as an electrician, and Donald Forrest who is keeping his eye peeled to ra chief steward spot. Doherty is off the Steel Navigator and Forrest made his last trip aboard the Fairport.

In general, shipping has been fairly good out of San Francisco. We flew a good number of replacements to the Long Lines and the Arthur | Mail were awarded the Merchant Huddell in Honolulu. We also shipped a skeleton crew to the National Marine Meritorious Service Medal Seafarer at Kobe, Japan for a run job back to New Orleans. With a in presentation ceremonies that strong possibility of getting some five or six days ashore in the land of were held here on February 28. sukiyaki, competition was keener than a freshly-stropped razor for In addition, each member of the these spots.

On the California political scene, Assemblyman Phillip Burton beat out four Democrats and three Republicans to corner 50 percent of the total votes cast for the post of Congressman for the Fifth Congressional seat. He replaces John Shelley, who was elected Mayor of San Francisco last year with the strong backing of labor.

A tremendous primary election battle seems to be shaping up among Democrats to take over the Senate seat of ailing US Senator Clair Engle. An ordinance designed for the purpose of eliminating professional strikebreakers from labor disputes in the City of San Francisco has been introduced by the San Francisco Labor Council's Law and Legislative Committee. All unions involved have approved this legislation. It is felt that the San Francisco Board of Supervisors will act on this ordinance so that it may be enacted into law.

Harry Bridges hit the local papers and attacked East Coast longshoremen and all maritime Unions for the boycott of foreign ships carrying grain to Russia. His pitch this time was that although unions have a right to hollar on foreign policy, "we draw the line on using food as a political weapon."

Since this battle has been won with assurances through President Johnson, it appears that the SIU, along with the other unions involved, has taken a very good course of action to insure that maritime workers are to be protected by Federal law and that American ships shall be entitled to carry the minimum of 50 percent in accordance with the laws.

Land-Locked Runaway Grounded By NY Court

NEW YORK-The quick buck "runaway" operation is not the sole invention of the American Shipping Industry it was revealed here recently in a decision handed down by the Second US Court of Appeals.

The court case involved a landlocked company, the sters and moved some of its ma- ployees sued Glidden for failure to Glidden Company and its to Bethlehem, Pa. Durkee Famous Foods Division. On November 30, 1957, the Glidden the closing of the plant, of its in-Company closed its Elmhurst, N.Y., tention to arbitrate on the grounds plant at the conclusion of its con- that numerous members had seniortract with the unaffillated Team- ity rights. Subsequently five em-

chinery and all of its production offer them jobs when the Durkee

The Union gave notice, before

of nuclear explosives for a canal

project is not "just around the

Budgetary cutbacks and the

atomic treaty were cited as major

factors in delaying the necessary

technological development and

testing which would have to be

done before such a project would

be feasible. It was pointed out that

the AEC did not have a nuclear

device sufficiently "clean" in

plant was moved from Elmhurst to Bethlehem. A second suit for damages was filed by 160 other exemployees of the Durkee plant.

The two suits were filed about the same time but the second remained in abeyance while the fiveperson case was processed as a test.

The test suit was dismissed by US Judge Edmund L. Palmieri in 1960, but his ruling was dismissed the following year in a 2-1 decision, with Appellate Judge Lumbard dis-

The majority cited several New York court decisions upholding the argument that "rights embodied in a collective bargaining contract enure to the direct benefit of employes" and may be the subject of a lawsuit.

Disputing the firm's "bold position" that the employes had no rights that survived the contract, the other two judges said Glidden lived up to other provisions of the contract at Elmhurst by continuing to give retirement pay to former employes, by continuing to pay early retirees and disabled employes, and by promising vested pension rights at 65 to workers who had reached 45 when the plant closed.

In a recent decision, the Court of Appeals reaffirmed its 1961 decision by voting 3-0 to deny Gliddens motion to dismiss the cornplaint of the five former workers. In doing so, the Court granted the motion of the five workers for judgment and sent the case back to the US District Court for a hearing on the amount of damages due to the plaintiffs. The court also sent back to the District Court the second suit which involved a claim for damages by 160 other exemployees.

In its latest decision the court held unanimously that it should follow the "law of the case," a doctrine under which a court will not reopen a previously decided issue unless there is a "clear conviction of error." Chief Judge J. Edward Lumbard, "reluctantly concurring" with the other two judges, agreed that the lower court was correct in refusing to let Glidden present evidence it claimed was "new" but plosion across the borders of the which it could have presented in

Nuclear-Built Canal Seen Still In Future

WASHINGTON-If the US gets the itch to dig another big ditch to replace the Panama Canal, it won't be able to use atomic explosives to do the job for another 15 to 20 years,

ment had felt.

according to the Atomic Energy Commission.

Since the crisis in Panama corner" as some people in governthere has been a great deal of interest within Congress for using nuclear explosives to dig another canal across Central America. AEC scientists have indicated that using nuclear explosives to build such a canal would involve a fraction of the cost of conventional engineering methods.

From testimony given last week before the Joint Congressional Committee on Atomic Energy however, it appears that the use

Pacific SIU

SEATTLE - The SIU Pacific District - contracted Philippine Mail, (American Mail Line) has been cited by the US Department of Commerce as a "gallant of the sinking Chinese ship Hai awarding of the citation was announced by the Maritime Administration.

The master, nine members of the lifeboat crew, and two other crewmembers of the Philippine 60 man crew was awarded citation bars for the roles they played in the rescue.

En-Route To Keelung

The incident for which the crewmembers were cited, took place in the early morning hours of last March 29, while the Philippine Mail was en route from Naha, Okinawa to Keelung, Taiwan. Off the Northern tip of Formosa, the Philippine Mail sighted the Hai Ziang dead in the water with a list of about 45 degrees to port.

Despite the prevailing inclement weather, with northerly winds of gale force and swells that varied from 10 to 12 feet, the crewmembers aboard the Philippine Mail proceeded with rescue operations that resulted in the saving of the nine crewmembers aboard the Chinese vessel.

radioactive fallout to permit its use at this time. If the development of such devices were completely free of budgetary and diplomatic restrictions, it was estimated that two to five years would still be necessary to work out the necessary technology. But even after this was done, it would take another five years to produce the few hundred

explosives needed for a canal project.

The cost of a program to develop this canal-building capability was estimated at \$250 million, which would cover both development and testing of the necessary devices. The canal builders would then be left to wrestle with the diplomatic problems of using nuclear bombs to excavate the canal through Central America, not even taking into account the problems posed by the limited nuclear test-ban treaty which prohibits the spread of radioactivity from any nuclear exnation in which it has occurred.



Floating Silos Called A Success

Ship Grain Storage Ends

WASHINGTON-The ending last week of the boycott by the International Longshoremen's Association against ships loading wheat for the Soviet Union and satellite countries is hastening the end of a unique grain storage program by the US. At one time, 517 reserve

fleet vessels standing idle in+ the Hudson and James rivers tural program has again fallen flat | cellent for storage purposes. Of were bulging with surplus on its face, grain.

Joseph who stored grain for use famine, the US grain is now badly the Communist world, whose am- put it. bitious state - controlled agricul-

The reserve fleet grain storage As in the Biblical story of program began in 1953 when there were not enough land storage during the seven lean years of facilities for storing the huge grain surpluses produced by American needed, but not by the US which farmers. The grain was loaded is still growing more grain than it aboard the idle vessels primarily requires. The lean years are upon | because there was nowhere else to

The ships turned out to be ex-



Ship-keepers who maintained vessels in the Hudson River reserve fleet conducted periodic checks of Government grain to assure minimum spoilage. Depth of wheat in the hold (above) showed if there was more than natural shrinkage, due to changes in temperatures and humidity aboard the idled vessels.

about 3.1 million tons of grain stored in this way, less than onehalf of 1 percent was lost, and this was mostly due to natural shrinkage. Only last week some 224,000 bushels of wheat were unloaded at Norfolk from the Liberty ship Mary Austin — still in ex-cellent condition after its long

The ships also proved economical for storage purposes. A study has shown that land storage would have cost about 40.7 cents per bushel compared with 26.1 cents on the ships. This saving on all the grain stored comes out to about \$6 million per year.

During the 11-year storage program a total of some 53.5 million bushels was stored on ships in the Hudson River (NY) reserve fleet and over 62.5 million bushels on ships in the James River (Va.) fleet.

Two basic factors are ringing down the curtain on the program. The end of the ILA boycottbrought about by a government agreement pledging strict compliance with rulings that 50 percent of the Russian wheat be carried on American ships-means a big drop in the amount of grain to be stored, with grain cargoes steadily flowing out to the famine-ridden Communist nations.

At the same time, an increase in privately-owned land storage facilities has made the ship storage Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every two weeks 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 agent in the next port.

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

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.



By Joseph B. Logue, MD, Medical Director



Early Planning For Needs Of Old Age

If we are to prevent old-age regret, it is quite evident that a drastic change in our planning for our declining years will have to be established. There are great schemes for caring for the aged, both locally and by the central government. These plans in the main encompass medical and domiliciary care which is all-essential. However, it does not take into consideration sufficient training and conditioning of the person in his or her pre-geriatric years.

An editorial in the latest issue of the "Journal of the American Medical Association" writes on +
"Old Age A Regret," and brings to relatives and friends because

to light many of the problems involved in becoming old.

There was a time when old people merely died. Now, due to increased longevity, people go though a stage of literally dying before death. An article in the November 2 issue of "Lancet" describes old age as a regret - a regret to old people because of the changes that it brings, a regret

they share in this decline and are called upon to bear some of its emotional and often financial stress is, and a regreat to physicians because of the inescapable futility with which they are forced to approach this physical and mental dereliction.

Hospitals Ill-Advised

A fourth regret might be added in that too much effort has to be expended on the end stages of old age, especially in the hospital Kemp, the writer in "Lancet," regards hospitals as ill-advised for most old people, because of the danger of secondary infections and the necessary emphasis on diagnosis, investigation and treatment. There is also the danger of emotional dependence on institutional care, with a disintegration of the patient's outside world.

Hospitals, he indicates, tend toattract lonely ladles who have needlessly degenerated into keeping cats, talking to themselves and wandering around at night, and men who have succumbed to retirement rot-men who have retired with nothing to do and have done just that.

To solve these problems, we have to begin in the pre-geriatric years. Pre-elderly care would hopefully reduce problems of morale, nutrition, physical and emotional health. Attention paid to frailties, physical and emotional at this stage, would be far more beneficial than in later years to infirmity and no longer cares. Why fix eyes that will not look,

or feet that will not walk? Depots For Un-Wanted

Institutions as a whole have performed their responsibilities well but are faced with providing more care too late and with inadequate personnel. Charged with this responsibility and without proper guidance, institutions have become depots for the unwanted and marginally ill who might be more properly treated in pre-geriatric clinics.

As our old-age population becomes greater and demand for medical facilities becomes more urgent, we should seriously consider whether the end-stage care is meeting those needs directly. If by early diagnosis, treatment and guidance, we can prevent retirement rot and lonely-lady complexes, then we can have eliminated the major portion of old-age regret.

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

By Sidney Margolius

Cosmetic Makers Reap Big Harvest

The cosmetics and toiletries industry has become the big boom business today, with stock-market speculators reaping a bonanza while American women have been subjected to successive high-pressure promotions of expensive toiletries, especially those promising to smooth away wrinkles.

In recent years, cosmetics manufacturers have brought out alleged "wrinkle removing" creams incorporating vitamins, hormones, royal jelly, then antibiotics and, in some cases, "shot-gun" creams incorporating all of these ingredients. In earlier days, toiletries promoters even sold facial creams containing kerosene.

The latest promotion for a miracle wrinkle cream Is Helene Curtis' "Magic Secret," which contains what a company publicity representative says is an "animal protein ingredient" and which outsiders say is oxblood. It carries a fantastic price of \$5 for one-fifth of an ounce. This comes to \$25 an ounce or \$400 a pound. (Or you can save money by beying the large size, which is \$8.50 for two-fifths of an ounce, or \$340 a pound.) The vision of another killing like Revlon's highly-profitable success, has made Wall Street speculators frantic to get in on the Helene Curtis grand floor. The scent of money, even if tainted with oxblood, skyrocketed the price of Helene Curtis stock from \$18 a share to \$42. Then rumors started to move around Wall Street, that (1) the were planning an article deflating the new cream.

The speculators got even more frantic and the stock plummeted. We even got a series of calls from a leading brokerage house to find out if we were writing a story on the new skin cream and whether the brokerage house should advise its clients to sell their Helene Curtis stock.

It's alarming to see not only this new threat to the pocketbook of anxious women, but how Wall Street, one of the pillars of our economy. reacts violently to rumors. A particular concern is that this product also has been test-marketed by Studio Girl, a Helene Curtis subsidiary that sells door to door, and thus may capture the scarce dollars of moderate-income women.

The Food & Drug Administration is keeping an eye on the promotion of this latest "wrinkle" lotion, to see if any claims are made that violate the law, advises Wallace Janssen, FDA Director of Information. So far the FDA has heard only rumors and has observed no actual

A Helene Curtis representative told us that "Magic Secret" is a clear liquid that "will smooth away wrinkles and lines about five or ten minutes after application, and that the effect lasts for eight hours. The liquid can be reactivated on the face by moistening with water."

After eight or ten days, the company claims, the effect lasts longer. Demonstrations on models were said to have found that the "skin tends to respond better and longer" after continued use of "Magic Secret." Marketing tests produced excellent sale results, so the company is going ahead full steam, another representative reported.

However, any ordinary facial cream, even cold cream, has a tem-

porary smoothing effect. A new booklet released by FDA, called "Your Money and Your Life," says: "There are no creams, lotions, masks or plasters that will prevent, correct or remove wrinkles." The booklet also warns: "Particularly beware of cosmetics promoted on the basis of some new special ingredient 'scientifically' found to have remarkable effects."

Cosmetics manufacturers have developed creams with all kinds of ingredients claimed to improve complexions or remove wrinkles, Janssen reports. One recent promotion was for a cream containing plankton from a certain spring in France. The girls in that region who washed in the spring were reported to have very beautiful complexions. Another face cream was based on goats' milk, and not just ordinary goats but a special breed of Swiss goats. Another manufacturer promoted turtle oil. "Actually," Janssen points out, "turtles themseves have the worst complexion of all."

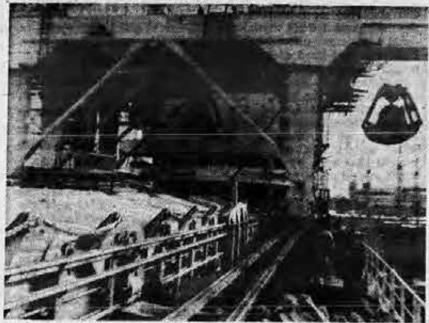
Wrinkle creams are not the only bonanza of cosmetics manufacturers, but they are one of the most important. Another big manufacturer, Lehn & Fink, announced a new anti-wrinkle cream with a secret ingredient, but finally did not market it. The company that has managed to cash in on the modern toiletries craze most successfully, is Revlon, with a host of high-priced products, including anti-wrinkle Eterna 27 Revion products, even though costlier than any other brands, account- when one has become accustomed Food & Drug Administration was planning an investigation and (2) we for one-fourth of all sales of cosmetics by drug and department stores, and stores are actively policed to prevent price-cutting. Sales of this company spiralled from \$29 million a year in 1953 to \$160 million in 1962, which shows the current extent of family spending on cosmetics and toiletries. Revlon is now reported to spend \$25 million a year just on TV advertising, or over 16 cents of every dollar you pay for their products.

> One of the most-persistent and continuing promotions is for creams and other products containing royal jelly, sold in stores, by door-to-door salesmen and by mail. FDA Commissioner, George P. Larrick, called "royal jelly another example of exploitation of outlandish exotic substances as miracle ingredients." Royal jelly is a substance secreted by bees, and fed by them to chosen larvae who grow several times as large as worker bees to become "queen" bees, laying tremendous number of eggs. The false theory, promoted for years, is that if royal jelly benefits the bees in such a way, it must be good for humans. FDA said in reporting a court decision ordering the destruction of a shipment of royal jelly products.

> It may do you no harm to smear oxblood or other animal protein on your face, except the loss of valuable dollars. But the use of harmones and antibiotics in face creams does worry the medical profession. Doctors are concerned that indiscriminate use of antibiotics on the skin could prove harmful.

> Nor has it ever been proved that any drug such as harmones, antibiotics or vitamins, when incorporated into cosmetics, can improve the appearance of nondiseased skin, the Committee on Cosmetics of the American Medical Association has said.

A Crane For The Inger



Herbert Gardner, AB on the Inger (Reynolds Metals). dropped into the LOG office recently to explain the set of new cranes which were installed on the ship in Blyth, England to handle refined bauxite. The Inger returned to New York after unloading a bauxite cargo in Corpus Christi.

COLUMBIA (Oriental), Dec. 8 — Chairman, J. Hoisenbeck; Secretary, D. A. Nerris. Ship's delegate reported that everything is going smoothly so far. One man taken off ship in Mobile due to illness. Ship's delegate resigned and was re-elected. Blower in starboard passageway is out and cannot be fixed. not be fixed.

FAIRPORT (Waterman), Jan. 5—Chairman, Steve Thayer; Secretary, Sherman Wright. No beefs reported. Captain Schepis and chief mate Kettenger cooperating with entire crew, making voyage as pleasant as possible. \$5.45 in ship's fund. Motion to raise rates for extra meals from 50c to \$1. Discussion on dues increase and wages. Motion that while holds are cleaned. OT rate be raised to straight OT for watch on deck, and time and a half for watch below.



Washing machine to be repaired properly or replaced. Vote of thanks to the steward department for tremendous improvement,

FLOMAR (Calmar), Dec. 29—Chairman, none; Secretary, T. A. Jackson, Ship's delegate reported there are no beefs aboard. One man sent to the hospital in the Canni Zone and did not return to the ship. \$13.61 in fund from last trip and \$44 was contributed this trip. Spent \$52.47 of this on TV. Some disputed OT in deck department. Ship's delegate to check with the Union regarding chipping at night inside of the house. No hot water when ship is in port. Members requested not to slam doors.

OMNIUM FREIGHTER (Suwannee), Dec. 8—Chairman, S. A. Holden: Sec-retary, Milton Pheips. No beefs re-ported, Ship sailed short one oiler, Milton Pheips was elected ship's del-egate. Members told to keep recre-ation room clean, and to use water with care. Christman down. with care. Christmas day spent in Recife, Brazil, and big feed was put on in true SIU style. Chief cook Charles Adams to be especially com-mended for fine job.

WARRIOR (Waterman), Jan. 12—Chairman, R. Rudolph; Secretary, M. B. Elliott. Payoff will be in New York. Ship's delegate will ask port engineer about proper-fitting gaskets for portholes. Suggestion made that board with hooks be placed in passageway so that watch can hang up foul weather sear before soing into foul weather gear before going into messhall to eat. Suggestion made that everyone cooperate and keep midship toilets clean. Vote of thanks to steward department for fine to steward department for fine Thanksgiving dinner and Christmas and New Year's dinners. Vote of thanks to crew messmen.

CITY OF ALMA (Waterman), Jan. 15—Chairman, C. McGehagin; Secre-tary, Charles Bullchett. The captain extended praise for a job well done throughout the trip, general good conduct in foreign ports and for the conduct in foreign ports and for the good overall appearance of vessel. Vote of thanks extended to steward department for fine Job done, expecially on holiday meals. Mike Reed will replace Brother Guild as ship's delegate, when he gets off at New York. A possible issue worthy of discussion and consideration by the negotiating committee is that if Waterman moves its engineers to topside quarters, this would vacate the entire port side of the main deck. An effort to shift unlicensed men from the stern forward would be greatly to our advantage.

ROBIN LOCKSLEY (Robin), Jan. 27 Chairman, Juan Cruz; Secretary,

James Calloway. Ship's delegate re-ported everything is in order. One man hospitalized in Capetown. Mo-tion made that rate of OT, when sallors are working or doing long-shoremen's work, be at the same rate at all hours. Suggestion made to put rubber around fidley door in order to eliminate noise when door is shut,

STEEL AGE (isthmian), Jan. 24—Chairman, Hughes P. Towns; Secretary, Egbert W. Goulding. Ship's delegate reported on letter sent to headquarters. Motion that collection be taken up to replenish ship's fund. Ship should be fumigated.

ARTHUR M. HUDDELL (Isthmion), ARTHUR M. HUDDELL (Ishmien), Jen. 4 — Chairman, Joseph Snyder; Secretary, Arthur S. Turner. Special agreement and working rules for this ship discussed. Quite a few longshoring hours disputed in deck department, and 65 hours disputed in engine department. Nothing done to repair No. 5 starboard winch. Safety representative wishes to inform the master that if safety suggestions are not wanted, they they should not waste time on meetings.

CATHY (See Tramp), Dec. 29— Chairman, John Burk; Secretary, Donald Powers. Some disputed OT in engine and steward department. Need new washing machine for next trip. Chief mate ordering men into cargo holds for cleaning, over their objec-tions that this is not an emergency.

MASSMAR (Colmar), Jan. 19—Chair-man, Edward W. Seeley, Secretary, E. J. Karczewski. Brother Jack Ryan, ship's carpenter, was elected to serve as ship's delegate. Steward requests crew not to hoard linen. No beefs reported.

SEATRAIN LOUISIANA (Seatrain), Jan. 27—Chairman, James M. Glenn, Jr.; Secretary, Herbert C. Justice, Ship's delegate reported that every-thing has been running very smooth-ly. One man missed ship on de-parture from Texas City, \$10.67 in ship's fund and 20 cases of soft drinks on hand. No beefs and no disputed OT. It was requested that condition on hand. No beefs and no disputed OT. It was requested that condition of the gangway be watched more closely while in port. The captain, officers and crew extend vote of thanks to steward department for a job well done, with excellent holiday meals and fine food during the whole year of 1963.

DETROIT (Sea-Land), Dec. 4—Chairman, Walter Kushner; Secretary, R. Whitmer, No major beefs reported. Andrew Lavezoll elected ship's delegate. Letter pertaining to safety practices on deck sent to New York. Men asked to conserve coffee. Hot water heater still needed.

ARTHUR M. HUDDELL (Isthmian), Feb. 5—Chairman, P. Turner: Secre-tary, D. E. Wiley. Ship's delegate re-ported that five or six men wished to get off but captain refused to pay them off. Motion that members be notified by dispatcher or agent re-garding agreement they will be working under before accepting job. Stew-ard department given vote of thanks. \$6.09 in ship's fund.

A & J MERCURY (Pacific Seafar-ers), Feb. 2—Chairman, John Kuchar-ski; Secretary, Lee E. Movall. Ship's ski; secretary, Leo E. Movall. Ship's delegate requested crew's cooperation to make this a good trip. John Kucharski was elected to serve as ship's delegate. Ship was in bad shape when crew went aboard and was short on stores, but with the help of SIU food plan representative in Haitimore the steward received everything he had ordered. All rooms being painted this trip.

MANHATTAN (Hudson Waterways), Jan. 28—Chairman, Otto Pedersen; Secretary, S. U. Jehnson. Ship's dele-gate reported everything running smoothly. A lengthy discussion took place concerning foreign workers oc-cupying crew's quarters. The matter of quarters for the pumpinen also to be taken up as rooms have been as-nigned to foreign labor.

G. Trosclair on the Robin Trent (Robin Line) thinks the crew is getting "fat and sassy." As evidence, he submits the vote of thanks crewmembers made to the steward department, singling out the ship's baker for special honors. Chow on the Robin Trent is so fine, accord-

ing to Trosclair, that crewmembers are worrying about becoming overweight!

* * * Seafarers trying to contact old friends on the Del Rio (Delta) and having no response, should take heart. Ship's delegate Abner Abrams has promised an investigation into the "disgusting mail situation" in Conakry, Guinea. Abrams reports that he learned mail going back home was never received. The Del Rio crew gave a hearty vote of thanks to Delegate Abrams, the purser and all department delegates and heads for their co-operation for a job

* * * Fred Israel has been elected as new ship's delegate on the Transeastern (Transeastern). Their former delegate had to leave ship at Lake Charles, La., after suffering an injury. Members of the crew are concerned about transportation arrangements from Houston out to the port.

well done.

\$ \$ \$ There seems to be a hoarder on board the Massmar (Calmar). An acute shortage of towels and other linen led the steward to appeal to the unknown culprit to turn loose some of the precious stuff he had stashed away.

1 1 1 SIU crews continue to show their appreciation for fine cooking and service by their steward departments. Among the ships extending thanks to the culinary staff are the San Francisco (SeaLand), Steel Rover and Steel Seafarer (Isthmian), (Orion Hunter (Colonial), Panoceanic Faith (Panoceanic), Antinous (Waterman), Achilles (Newport), Northwestern Victory (Victory), Afoundria (Waterman), C. S. Norfolk (Cities Service), Puerto Rico (Mo-

Sweet Sixteen



Mary M. Encarnacion has a big smile for the camera as she gets ready to cut the cake at her Sweet Sixteen birthday party. Mary's father is Ramon Encarnacion who last sailed on the Rio Grande (American Asia Lines).



Abrams

torships) and Penn Carrier (Penn Trans.).

Israel

The steward department of the Seatrain Louisiana (Seatrain) was especially honored when the captain joined the crew in a vote of thanks for excellent holiday meals and good cooking throughout all of 1963.

It has occurred to many a seafarer on the high seas that in this crisis-ridden world there is often cause to wonder whether a port will still be standing at the end of a voyage. This was probably one of the big reasons why H.M. Connell, newly elected delegate on the Niagara (Sea Transportation) made the lack of weekly news one of the major items of business at his first meeting. He was informed that it wasn't a matter of money, but a troublesome radio receiver that was the heart of the trouble.

The crew on the Steel Designer (Isthmian Lines) voted a big "thank you" for the ship carpenter and steward for making sure the crew could get their fill of movies on the last trip. William Chandler,

* * *

for the smooth trip back to New York.

1 1 1

Aboard the Alamar (Calmar), the crew is well on its way toward purchasing the television set which the gang has set its sights on. Jiggs Jeffers, delegate, made a special point of thanking Howard Webber, deck delegate, for collecting \$14.50 toward the tv fund.

Hans Malmberg has sent the LOG a note from Portland, Ore., expressing his appreciation for assistance he received from the SIU and his fellow crewmembers aboard the Antinous (Waterman). Malmberg writes: "I wish to take this opportunity to thank the SIU and the crew of the Antinous for their financial help, enabling me to get home in time for my wife's funeral. As an SUP man who had been aboard only nine days, I believe this example represents 'Brotherhood of the Sea' in its greatest form."

* * *

A US Coast Guardsman suffering from a possible broket, ankle received swift transportation to a Baltimore hospital with the cooperation of the Afoundria (Waterman).

The New York-bound Afoundria had a rendezvous with the CG cutter Mackinac and picked up the patient at sea after being contacted through the AMVER (Atlantic Merchant Vessel Report) center in New York. The Afoundria's destination was changed to Baltimore ship delegate, reports that this was where the injured man was transone of the things that accounted ferred to the USPHS hospital.

Afoundria Has Smooth Sailing

To the Editor:

The way I see it, one of the things that makes a good ship is the crew, and one thing that makes a good crew is the food aboard the ship.

This steward department here on the Afoundria is the best I have ever seen and the food is the best, but it's easy to see why

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.

with Wesley Young as the steward.

Our chief cook, Woodie Perkins, is like a hotel cook, and really tries to make his shipmates happy. He follows up things all the time, like going in to the messhall to ask the fellows how they like the food. He'll even wait on a guy once, in a while to check how things are running. As far as I'm concerned, he's one of the best.

Our baker, Bob Reid, says he tries to bake like he'd like his that Welfare had taken care of baker to bake whenever he himself ships as steward. Believe me, I never knew things could and myself. Here's hoping we be baked so well. Bob also sees always have a strong union in that some of his baked goods our corner. are out at coffee-time and at

night too. I've never seen anything like it in all my days of sailing.

Naturally, the steward department on here got a vote of thanks with all hands taking part.

This is a good crew and everyone is happy. Smitty, our crew messman, makes the laughter for the crew at mealtime with his humor, so with all this-and a good captain, mates and engineers, everything on the Afoundria is running smooth.

Vance A. Reid Ship's delegate

Welfare Assist Draws Praise

To the Editor:

At this moment I am in Puerto Rico and was just discussing with some of our brothers what a wonderful feeling it is to have such a good insurance as the SIU Welfare Plan.

I'd therefore like to forward my thanks to all our Union officials and to our port agent in Miami who handled the arrangements for payment of my wife's hospital bills while I was away, through our Welfare Plan and headquarters.

When I arrived back home it was a wonderful relief to know that my wife was improving and so much of the cost. So thanks again to all from my wife Grace

C. Ducote

Seafarer's Dad, 95, Is Still Going Strong

Not many of us would care about what kind of physical condition we'd be in if we could make 95 years of sun-ups and sun downs, but not so Dr. Cephas Whitney. The venerable

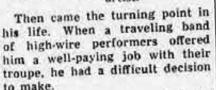
old gentleman has long been, a physical culture enthusiast and he treasures his robust health to this day.

Doc Whitney, father of Seafarer Van Whitney of the SIUcontracted Seatrain New York, is still a fine physical specimen and a living legend at his Georgetown, British Guiana, home.

The vigorous, alert 95-year-old leads a full active life after nearly a century of activity in such varied fields as cycling, gymnastics, trapeze-flying and dentistry.

Like the young Teddy Roosevelt, the elder Whitney first took

gymnastics as a sickly nineyear-old. By his birthday, 17th youngster the developed had physically to the point that he had become a daring and proficient V. Whitney artist.



The \$80 per week, a fantastic salary figure at that time, had to be weighed against years of family tradition. Both his father and grandfather were dentists and it was expected that he, too, would join the ranks of tooth-pullers.

Tradition won out after his father stepped in with sound aidvice. He enrolled at the University of Maryland and settled down to study. Shortly after receiving his degree in 1889, the young medic Journeyed to Jamaica, where he set up his first practice. But even while ministering to the public's dental health, Whitney managed to keep active by pursu- rara Rowing Club.



Still going strong at 95, Dr. Cephus Whitney, son of Seafarer Van Whitney, assumes wrestling stance to illustrate virtues of exercise and body development. Photo was taken at age 51.

ing his cycling hobby. In fact, he even had time to capture the island cycling championship.

In 1900, Doc Whitney moved to Georgetown, BG, and established a new practice. However, he still persisted in the activities of his youth and continued to exercise regularly on bars, mats and trapeze rings right to the age of 60.

Although no longer active to the extent that he once was, Dr. Whitney holds the position of president of the British Guiana Amateur Weight-Lifting Association. He also has held various posts with the BG Amateur Athletic Association, the BG Boxing Board of Control and the Deme-

Steward School Is Rated 'Tops'

To the Editor:

On its recent first anniversary, allow me this opportunity to state that the upgrading school for chief stewards has been highly beneficial. There were a lot of things pertaining to the job of steward that I had either taken for granted or just didn't know.

Through the able and thorough instruction I received a year ago, I learned the "why" to those and many more questions that had never before been answered for me.

I feel that my steward department knowledge has been enriched a hundredfold since I attended the classes and refresher course in New York many months ago.

To all involved, here's hoping for the continued success of the school. As far as I'm concerned, when all the potential students have been qualified, count me as one who's ready to start again. By that time there ought to be plenty of new things developed we should know about on the job.

William H. Rhone

Pension Set-Up Okay With Him

To the Editor:

I've also seen both sides of the pension plan kicked around in letters and articles to the LOG for some time, and there's been plenty said on the subject. I think those who are beefing about pensions should wake up to the fact that we have a darn liberal plan right

Besides, the way our welfare and pension programs were arranged from the beginning, nobody who's in line for a benefit goes without. That's been the beauty of our system from way back when the real SIU oldtimers first went into retirement during the early

From what I read and hear about other plans in the indus-

try, our plan really rates tops and gives the most benefits to the most guys. I don't think we could want it any different, and I get sick and tired of hearing people beefing without having any of the facts. From what I see, ours is still the best.

I think we've kicked this pension thing around plenty. Let's get off it. We've got a good pension set-up. Let's keep it that way, by not making it so easy for a guy to qualify that nobody will ever want W. Malcolm to work again.

SIU Youngster Offers Thankyou

I am writing this letter to express our thanks and good

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.

wishes to the SEAFARERS LOG and to the Seafarers International Union. I'm proud of my daddy because he made us an SIU family.

I will be 11 years old on June 6, and I am still holding the \$25 bond I received from the Union in my own name when I was born.

Last November I was in the hospital to be operated on, and a million more thanks to the SIU. The whole thing didn't cost my daddy a penny because we are an SIU family, which is a wonderful thing to be.

I'm sure that all SIU families are proud like we are, so please give our thanks to all of the Union and welfare officials for everything.

Please print my letter in the LOG because I want the world to know how proud I am. Thank you very much,

Janice Marie Piersall

Offers Thanks In Bereavement

To the Editor:

This letter is to express thanks for the kind letter and enclosure of a Seafaters Welfare Fund check in the amount of \$4,000, payable to me as beneficiary following the death of my husband, Luis Salazar.

I am pleased to note that the policy of your Union is to treat your members' families in the same manner as you treat your members themselves. I have a deep feeling of admiration and gratitude towards the SIU, and for the kind expressions of sympathy offered, after the passing of my husband.

My appreciation also goes to all concerned for the generous offer to advise and assist me in matters concerning the personal affairs of my deceased husband. May God bless you all.

Mrs, Rosa Salazar

* * *

Welfare Service **Comes In Handy**

To the Editor:

I want to thank all involved at the SIU at the Welfare Plan office for the prompt payment of my doctor and hospital bills. As you may know, I am a member of the SIU Railway Marine Region and was hurt while on my vacation last year.

I dislocated my shoulder and needed hospitalization immediately. I was admitted to the Providence Hospital in Holyoke, Mass., where my wife presented my SIU card. No further identification was required, and I found that everything was taken care of in quick time.

I would like to thank Doctor Logue, head of the Pete Larsen Clinic at Union headquarters who advised therapeutic treatment at the Marine Hospital in Brooklyn. I have been receiving these treatments since September.

Frank Sweeney

Keeping An Eye On Things-Both On And Off Duty





Whether standing watch or off duty, the Seafarers shown above keep a watchful eye on what they're doing. A. Czerwinski, FWT, left, eyes his gauges, while Gerald Shaeffer, oiler, right, adjusts a control panel. In contrast to his busy shipmates, Marcelo Alicia, oiler, relaxes with a book. These were the last pictures taken on the Alcoa Patriot in Baltimore before Alcoa traded her and other C-Is for C-2 type tonnage.





"Lolita Number Two," the little Vietnamese girl who was adopted by the crew of the Robin Kirk poses with her brother for Seafarer William Calefato. The little girl and her family stayed on board the Robin Kirk for a week at Tourain. Viet Nam, to sell crewmembers refreshments and souvenirs.

ROBIN HOOD (Robin), Jan. 12—Chairman, George Stanley; Secretary, Lovis B. Thomas. Captain informed ship's delegate that he is very well satisfied with the crew. It was requested that all three watches should clean up the messroom and pantry before being relieved. Patrolman to be contacted regarding the purser, 529 in ship's fund. Some disputed OT in engine and deck departments.

ELIZABETHPORT (Sea-Land), Jan. 19—Chairman, R. Nickolson; Secretary, W. W. Bickford, \$23.50 in ship's fund. Crew requested not to enter messhall in shorts. Captain stated that the air-conditioner will be repaired in Long Beach.

DIGEST of SIU SHIP MEETINGS

ALCOA ROAMER (Alcos), Jan. 16—Chairman, E. Kelly, Secretary, J. E. Hannon. No beefs reported by department delegates. Discussion on taking up collection for radio operator who is in hospital. Fifty cents requested from each man for TV repairs. Decks, passageways and rooms should be painted more often. Vote of thanks extended to the steward department for fine Thanksgiving and Christmas dinners, Discussion about wiper having four hours for sanitary after loading and unloading bauxite so he can clean passageways.

ROBIN TRENT (Robin), Nov. 24 — Chairman, Andrew A. Thompson; Secretary, Gilbert J. Trosclair. One man in engine department missed ship in Mobile. Gear was left with agent. C. C. Gates was elected to serve as safety delegate. Motion made to write headquarters regarding baggage room being closed. All hands requested to keep outsiders out of crew quariers in all ports. Request that headquarters clarify work on November 25 which was proclaimed a national holiday. Check with patrolman about having some quarters changed. Discussion on writing to headquarters about draws. ROBIN TRENT (Robin), Nov. 24 about draws.

GATEWAY CITY (Sea-Land), Feb. 12—Chairman, R. R. Adamson; Secretary, L. Butts. Ship's delegate reported everything is running smoothly. Department heads requested to make up repair list. There is no

proper heating in the foceles. Not enough pressure in tollets. Water fountain needs to be repaired. Vote of thanks to the steward department.

CITIES SERVICE BALTIMORE (Cities Service), Feb. 9 Chairman, I. A. Pedersen; Secretary, none. \$7.72 in ship's fund. Some disputed OT in deck department to be taken up with pairolman. Discussion on retirement based on 20-year membership time. Motion made to have relief crews on coastwise tankers. Discussion on safety.

KYSKA (Waterman), Jan. 14 — Chairman, George W. Gorton: Sacrelary, Howard Menz. Several hours
disputed OT in deck department to
be taken up with patrolman. Master
requested the delegates to cooperate
in emphasizing safe working practices and conditions. Howard Menz
was elected ship's delegate. Crew
saked to help keep focsles and heads
clean, and to conserve fresh water.
Effort should be made to keep unauthorized shoreside people out of
passageways. Vote of thanks extended to delegates. Special thanks
to the steward department for outstanding holiday menu and courtesy.

NEW YORKER (Containerships), Feb. 2—Chairman, Felix Aponte; Sec-cetary, Sid Berger. First assistant making insulting remarks to deck department about chipping on deck. Delegate to see about wipers' over-time and payment of transportation. Discussion on having more goodies for coffeetime. Ham steaks requested. Request another freezer to hold more stores.

STEEL VENDOR (Isthmian), Dec. 22 -Chairman, J. Goude; Secretary, F. Shaia. Ship's delegate reported one man hospitalized in Pusan. Headquarters and negotiating committee to be notified about draws. Motion made to do away with traveler's checks. On this trip, in Pusan, there are some places that refuse to accept are some places that refuse to accept them. Discussion on class B & C men and on checking if they have been on the ship 60 days or more. \$9.73 in ship's fund. It was suggested that all men wear proper dress when coming into the messroom for meals. Vote of thanks given to the chief electrician thanks given to the chief electrician for the work on the TV done on his own time. Vote of thanks to the steward department.

ROBIN LOCKSLEY (Robin), Dec. 15 — Chairman, Juan Crur; Secretary,
Abe Rose. Some disputed OT in
engine and steward departments.
Motion made that whenever fresh
pasteurized milk is available it should
be purchased by the company for the crew. Vote of thanks extended to the steward department.

Little Viet Nam Basket Girl Proves Unforgettable Sight





Seafarers aboard the Robin Kirk kept after Brother Calefato all the way back to the States for photographic prints of the little girl sailing her basket in the harbor at Tourain. The little girl (center) completely captivated the crew, which responded with dozens of small gifts which they threw to her. A bit of Vietnamese local color was captured by Calefato's camera as he snapped third cook Bobby Thornton, (right), after he finished shopping in the "market" at the foot of the Kirk's gangway. A customs boat is anchored in the background.

By William Calefato, Book C-936

Even after the Robin Kirk (Robin Line) slipped into drydock in Seattle after a long voyage to the Far East, Seafarers on board were still talking about the unforgettable sight of the little girl sailing in her basket in the harbor of Tourain, Viet Nam.

While the ship was anchored at Tourain, Duke Sampson, AB, came running up to me telling about a little girl rowing around the water in a basket. Duke wanted me to take a picture of her,

Hungry Chimp Drydocks Four

A ferocious Calcutta monkey has caused the hospitalization of four Seafarers from the Penn Vanguard (Penn Shipping), according to a report from Aden.

News of the plight of the four men came from C. T. Leary, ship's delegate on the Vanguard, whose quick report informed the LOG that the unlucky four got too close to the hungry chimp while ashore

The men, who are in a Calcutta hospital for a series of rables shots, are Gerald H. Navarre, John E. Shamel, William Karpiak and Frank Quinn, Jr. They were expected to rejoin the ship at Port

other crewmembers were hospital- They were also able to eat very ized in Calcutta, Samuel C. Hudgins was laid up with a tooth infection. It was thought he also would join his crewmates at Port

Jr. Edward Singletary suffered a heart attack which forced his removal to a hospital also in Calcutta. Leary writes that Single- ship while their mother took care tary's condition at the time was of the distribution end of the listed as "satisfactory."

claiming she was the cutest thing he ever saw.

When I got to the rail, it was ing upward as she looked to see if acts of kindness. anybody on board was throwing donations to her.

Whenever something was dropped into her basket, she would row over to a boat where a group of adults waited. The Robin Kirk crew thought that even if the little girl in the basket was being used as a gimmick to stir their feelings of charity, it was a rousing good stunt.

Bum Boats Not New

There was nothing new about the sight of bum boats sitting at finding interesting about this first nerisms of the people. They came aboard with all kinds of beverages, straw hats, art objects, shower slippers and the unmistakeable Southeast Asian charm.

The crew even adopted a family who stayed aboard all during the ship's time in port. The family's time wasn't wasted since they were Leary also reports that two able to make tremendous sales. well, accepting all the foods they could recognize.

The crewmembers were really captivated by "Lolita Number Two," who was a tiny, long haired, wide-eyed girl. She and her two brothers made many sales by establishing routes throughout the business.

There was something about this family that couldn't be hidden by the language barrier. As everyjammed with onlookers who had where else, the sparks of friendgathered to watch the small child ship begin to burn when much is sail about near the ship. As she said only by signs and hand moverowed, her eyes were always gaz- ments, followed by grins and small

> The seamen aboard the Robin Kirk called their little friend "Lolita Number Two" because she had been preceded by another young Taiwanese girl known as Lolita. Lolita No. 2 received many small gifts from several crewmembers. Several of us knew that the native Vietnamese greatly treasured anything of value, no matter how big or small it was.

Demonstrating that friendship is a two-way street, Lolita No. 2 ofthe ship's gangway. What we did fered a Seafarer a candy livesaver as a gift on sailing day. One of her Vietnamese port were the man-brothers offered him free beverage. During this little ceremony there was no talking, just gestures, grins and laughter.

LOG-A-RHYTHM:

Dearest One

By Harry Welowitz

I've always loved you, I swear I always will. I'll keep on loving you Until my heart grows still.

What more can I say, What more can I do, Except say that I love you, I love only you.









SIU ARRIVALS and DEPARTURES



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

Ginnell Marie Russell, born No-1 sells, Sr., New Orleans ,La.

* * * Francis James Carl Goodwin, born August 14, 1963, to the Francis James Goodwins, Detroit, Mich. 1

Jeannine Lee Finch, born November 15, 1963, to the Forrest L. Finchs, Grafton, Ill.

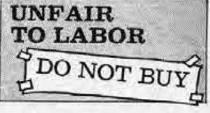
\$ # Tracey J. Manuel, born January 26, 1964, to the Effrey J. Manuels, Lake Charles, La.

1 Alycia Ann Bailey, born October 24, 1963, to the John Baileys, Detroit, Mich.

Anthony Kraljic, born November 28, 1963, to the Anthony Kraljics, West New York, NJ.

t t Onix Orellana, born October 21, 1963, to the Arnaldo Orellanas, St. Miss. Just, PR.

Laura Lee Donaldson, born November 25, 1963, to the John W. Donaldsons, Galveston, Texas.



Action in the marketplace offers a method for trade unionists to assist each other in their campaign for decent wages and better con-

Seafarers and their families are urged to support a consumer boycott by frade unionists against various companies whose products Traverse City, Mich. are produced under non-union conditions, or which are "unfair to labor." (This listing carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

Texas-Miller Products, Inc. Adam Hats, Ashley, Dorsey Jay, Hampshire Club, Repell-X, Sea Spray Men's Hats

(United Hatters) * * * Eastern Air Lines (Flight Engineers)

* * * H. I. Siegel "HIS" brand men's clothes (Amalgamated Clothing Workers)

t 本 立 Judy Bond" Blouses (Int'l Ladies Garment Workers)

4 Sears, Roebuck Company Retail stores & products (Retail Clerks)

* * * Stitzel-Weller Distillerles "Old Fitzgerald," "Old Elk" "Cabin Still," "W. L. Weller" Bourbon whiskeys

(Distillery Workers) * * * J. R. Simplot Potato Co.

Frozen potato products (Grain Millers) * * * Kingsport Press

"World Book," "Childeraft" (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers)

* * * Jamestown Sterling Corp. Southern Furniture Mfg. Co. Slumberland Products Co. Furniture and Bedding United Furniture Workers

Adolph A. Heinsaar, Jr., born vember 1, 1963, to the Joseph Rus- September 3, 1963, to the Adolph 20, 1963, to the Albert Le Blancs, A. Heinsaars, Sr., Alemeda, Calif. Brimley, Mich.

4 # Kevin Eric Day, born October 21, 1963, to the Alfready Days, Mobile, Ala.

Marco Salgado, born October 14, 1963, to the Guillermo Salgados, New Orleans, La. t

John K. West, born November 7, 1963, to the Louis Wests, Ville, ber 6, 1963, to the Elden Carters, Platte, La.

1 1 1 Kim Sue Steward, born Novem-New Orleans, La.

1 1 Paul O'Toole, born September 26, 1963, to the John P. O'Tooles, Baltimore, Md.

t t t Sheryl Ward, born Otcober 29, 1963, to the John Wards, Clinton,

Gina Marine Wright, born November 19, 1963, to the Thomas Wrights, Jacksonville, Fla.

* * * Salvador Fuentes, born November 26, 1963, to the Salvador C. Fuentes, Bronx, NY.

* * * Gail Ann Platt, born November 4, 1963, to the Eiljah C. Platts, New Orleans, La.

* * Charles M. Dickens, born June 30, 1963, to the John Dickens', Curtice, Ohio.

Timothy Wolfe, born January 7, 1963, to the Allen C. Wolfes, Mobile, Ala.

\$ t t Gregory De Noyer, born October of Ronkonkoma, NY, and John 8, 1963, to the Ruben De Noyers, Flannery, Bronx, NY. Burial was

Jaques Le Blanc, born August

Lori Marie Anderson, born October 26, 1963, to the Terrance Andersons, Alpena, Mich.

1 1 Huey Creig Vizena, born October 24, 1963, to the Herman J. L. Vizenas, Oberlin, La.

* * * Mary Rose Carter, born Novem-Saginaw, Mich.

1 1 Ralph Wayne Johnson, born Auber 4, 1963, to the Max Stewarts, gust 6, 1963, to the Joe L. Johnsons, Mobile, Ala.

* * Crestina D. Gonzalez, born August 19, 1963, to the Enrique Gonzalez', Houston, Tex.

* Jose A. Colls, born September 28, 1963, to the Jose R. Colls', Francesco Armenia Victor Bonet

SEAFARERS in DRYDO

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

USPHS HOSPITAL USPHS HOSPITAL
BALTIMORE, MARYLAND
Edward Blanton Russell King
Robert Bottomiey George Brannan
David Cincore Raymond Dabney
Jeff Davis Levi Middlebrook
Robert Bottomics Antonio Palmer Grover Day
James Fort
Samuel Goncalves
Samuel Gordon
Carroll Harper
James Helgoth
Charles Hemmis

Antonio Palmer James Redden Vance Reid Earl Rogers Daniel Rose Samuel Gordon
Samuel Gordon
Carroll Harper
James Helgoth
Charles Hemmis
Charles Hill
Daniel Reuben Thompson
Charles Kellogg
MOUNT WILSON STATE HOSPITAL
MOUNT WILSON, MARYLAND
Hector Durate

USPHS HOSPITAL
GALVESTON, TEXAS
Max Anderson
Harold Barup
Raymond Brown
Woodrow Balch
Alvah Burris
Adolph Campbell
Charles Cathran
Rogers
James Rogers
James Rogers
James Shipley
Anthony Skalamera
Carl Seward Trenick
Edward Trenick
Edward Trenick
Edward Trenick
Edward Trenick
Edward Trenick
Roger Wing
Usphs Hospital
George Howard
George Howard
Alvah Burris
Adolph Campbell
Charles Cathran
Rogers

Woodrow Balen Alvah Burris Adolph Campbell Charles Cathran Hubert Cantwell

Charles Cathran Roy Peebles
Hubert Cantwell Philip Robinson
James Thorton
USPHS HOSPITAL
STATEN ISLAND, NEW YORK

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

disposition of estates): John H. Flannery, 61: Brother



on October 23, 1963 in New York City. An employee of the Marine Department of the New York New Haven RR. he had been a member of the SIU-IBU since 1960. He is sur-

vived by two sons, Walter Flannery in St. Raymond Cemetery, Bronx.

Eladio Torres, 61: Brother Flannery died of a heart failure Torres died of natural causes on

January 16, 1964, land USPHS Hospital. A member of the Union since 1942, he had sailed in the state of the Union since 1942, he had sailed in the state of the Union Broadus Wilbert Burke in the Staten Ishad sailed in the deck department. He is survived by a daughter, Margarita Ayala,

Bronx, NY, Burial was in the Evergreen Cemetery, Brooklyn, t t

William E. Roberts, 57; Brother Roberts died of pneumonla on

November 26, 1963, while in the New Orleans USPHS hospital. A member of the SIU since 1949, he had sailed in the engine department. He is sur-

vived by his wife, Mrs. Mattie E. Roberts, Eldridge, Ala. Burial was in the Tucker Cemetery, Eldridge.

* * *

Lupo Aloba, 68: On September 27, 1963, Brother Aloba died of



the Long Island College Hospital, Robert Nielsen Brooklyn, NY.

Alobe, Brooklyn. Burial was in the Evergreen Cemetery, Brooklyn. 4 4 4

Marcel P. Dumestre, 62: A lung disorder was fatal to Brother Du-

mestre on August 20, 1963 in Buenos Aires, Argentina, A member of the SIU since 1946, he sailed in the steward department. He is survived by his wife,

Mrs. Esther Catherine Dumestre, New Orleans, La. The place of burial is not

F. H. Bowen William Cameron Arthur Collett Gabriel Colon Howard Credeur Pedro Reyes Jacques Rion John Roschefsky Ignatus Salerno John Schlumm James Sealy Francisco Solis Al Stracciolini Henry Diehl
James David
Pedro DeJesus
Lionel Desplant Jose Toro Serafin Lopez John Lynch Edward McAdoo Peter Delan Joseph Felton Max Fingerbut Anthony Forgioni Konrad Frovag John Gotseff Walter Grabowski Richard Greene Milburn Hatley Donald Hicks Walter Karlak James McCauley E. McEthenny Arnold Midgett Issac Miller John Nacole Clifton Nelson L. Sturtevant Walter Karlak
Joseph Kasica
Casimier Kaust
Haroid Nelson
Francis Neves
Joseph Ohreza
Jose Pacheco
S. Peliksze L. Sturtevant
Carlos Troncoso
Christo Tsambis
Floyd Van Curler
Ernest Vitou
Henry Watson
Harry White
James Winters
William King William King W. Kowalczyk Paul Liotta

S. Peliksze
Teotonio Pereira
Sandalio Ponce
V. HS HOSPITAL
NORFOLK, VIRGINIA
William Anderson
W. D. Beasley
Ellis Cottrell
Alan Foshee
USPHS HOSPITAL
SAVANNAH, GEORGIA
R. Pardo
USPHS HOSPITAL
DETROIT, MICHIGAN John Barkley MICHIGAN
Arne Lahti
Clarence Lenhart
Gabriel LeClair
Barney Majicsie
Gordon McLaren
Francis Munroe
Arlo Otto
Donald Perry
Harold Thilhorn
Edwin Waldon
Robert Wooley
HOSPITAL

S. Borelaugher Raymond Kennedy James May Raymond Rem.
James May
Donald Murray
Joseph Arnold
Alf Bensman
Robert Brado
Robert Brado
Robert Brado
Robert Brown
Robert Brown
Robert Wooley
R. B. Brown
Robert Wooley
R. B. Brown
Robert Wooley
R. B. Brown
Robert Wooley
Robert Wooley
Robert Wooley
Robert Wooley
Robert Wooley
LUSPHS HOSPITAL
NEW ORLEANS, LOUISIANA
Alvin Ard
Eugene Jones
James Lala
Theodore Log

James Laia
Theodore Lee
Claude Lomers
Howard Waters
Henry Mass, Jr.
James Marshall
Mike Martinovich
Mont McNabb
Dallie Monter George Burleson J. H. Childress John Caldwell Gerald Coll Phillip Mendoza Arturo Montoyo Bennie Morgan Harold Robinson H. E. Cooper Steve Crawford Edward Crelan Harold Robinson
Horace Sikes
Samuel Solomon
Billy Spiers
A. Spitzfaden
Finis Strickland
Adolph Swenson
Ruffin R. Thomas
J. Tramontante R. Cumberland Morris Danzey, Jr. Thomas Davis Wm. J. Donahue Frank Duplechin Robert Ellis Eugene Gallaspy Bobby Trosclair Howard Van Ecken Robert White Hubert Wilson William Woolsey Edgar Goulet Jessee Green Sanford Gregory Willie Hardeman Wade Harrell Walter Johnson

USPHS HOSPITAL CHICAGO, ILLINOIS tio Joseph Kurpas Boyle Gordon Lierman Eino Autio
Charles Boyle
Vincent Carroll
William Carver
Conrad Graham
USPHS HOSPITAL

USPHS HOSPITAL
SAN FRANCISCO, CALIF.
Benison Emmet Hunbird
blas Caputo
has Connell Victor Shavroff
Ferrer Julius Swykert
lie Gedra Thomas Foster
USPHS HOSPITAL Leo Benison Nicholas Caputo Thomas Connell Benison Jose Ferrer Charlie Gedra

BRIGHTON, MASS.
Archie Davis Stefan Kostegan
Frederick Debille Edsel Malcom John Duffy Charles Rochinson

Dalton Gabriel
USPHS HOSPITAL
SEATTLE, WASHINGTON natural causes in Harvey Burke Chas. Muscarella William Stephene

USPHS HOSPITAL FORT WORTH, TEXAS Shipping in all three departments, he had first signed with the SIU in 1956. He is survived by a brother, Mario Burlal was in the George McKnew Samuel Mills William A. Young

WEST ROXBURY, MASS.
Raymond Arsenault
NAPA STATE HOSPITAL
IMOLA, CALIF,
Horace Ledwell
USPHS HOSPITAL
MEMPHIS, TENNESSEE
James McGee
PINE CREST HAVEN
COVINGTON, LOUISIANA

COVINGTON, LOUISIANA

Frank Martin VA HOSPITAL BROOKLYN, NEW YORK

Nelson US SOLDIERS' HOME WASHINGTON, DC William Thomson



PERSONALS and NOTICES

Daniel O'Rourke

Please contact your mother at 5 Avon St., Liverpool, England. * * *

Raymond E. Leonard

Please get in touch with your sister, Victoria Grisson, 904 Lamb St., Henderson, N.C., concerning your family. * * *

Robert F. Burns

Please contact Miss Mary E. Hanley, 1 Newtowne Ct., Cambridge 39, Mass. 4 1

Thomas L. Armstrong

You are asked to contact R. E. Armstrong at 723 N.E. 91st St., Miami, Fla.

Miguel Salcedo

Get in touch with your daughter, Mrs. Carmen Parrucci, 132-06 Jamaica Ave., Richmond Hill 18, NY, about an urgent matter.

* * * Leo Altschul Your daughter is Ill. Contact

your wife, Betty, immediately. 1

Arcadio (Al) Macapagal Anyone knowing the whereabouts of the above-named is asked to contact Mrs. Mary Riddle, 4404 Eileen, Ft. Worth 17, Tex.

1 1 Steve Turlis

Get in touch with Iva Long, Box 45, 8219 Belair Rd., Baltimore 36, Md.

Robert Glasgow

a financial matter.

Frank Peskurio

from you. His new address is 762 Ridgewood Rd., Oradell, NJ. t 1 1

Get in touch with the Dept. of Welfare, Melrose Welfare Center, 847 Morris Ave., New York, NY, as quickly as possible.

Jack Oosse

Contact your sister Maggie Edlund, 2913 Clubhouse Rd., Mobile, Ala., concerning an important family matter.

You have been requested to contact your wife about a personal matter as soon as possible.

t t t Charles W. Shaw

Personal Gear

asks Rice, chief cook; Bill Turner, chief electrician, and Bill Hart, oiler, to contact him about a piece of gear that was packed in Cal-

Bobby J. Wells

the address or where-abouts of the Trowbride, immediately.

above person is asked to contact Mitchell Steinberg, Attorney, 4108 13th Ave., Brooklyn 19, NY, about

1 1

Carl A. Sokoll would like to hear

Raul Iglesias

\$ Joseph P. Aslin

Contact your wife as soon as possible,

Walter Karlak, 35-20 62nd St. Woodside 77, Long Island, NY, Charles "Three - Deuces" cutta.

You are asked to get in touch Any person having knowledge of with your mother, Mrs. Thelma

Schedule of Membership Meetings

SIU-AGLIWD Meetings

Regular membership meetings for members of the SIU Atlantic, Gulf, Lakes and Inland Waters District 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 YorkApril	6	DetroitMarch	6
Philadelphia April	7	Houston March	9
BaltimoreApril	8	New Orleans March	10
Mobile .		March 11	
	4		

West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule through June, 1964 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
March 16	March 18	March 20
April 20	April 22	April 24
May 18	May 20	May 22
June 15	June 17	June 19

scheduled each month in the vari-

ous ports at 7:30 PM. The follow-

Detroit March 9

Milwaukee March 9

Chicago March 10

†Sault Ste. Marie . March 12

Duluth March 13

(For meeting place, contact Har-old Ruthsatz, 118 East Parish.

Cleveland March 13

Toledo March 13

Ashtabula March 13

(For meeting place, contact John

Mero, 1644 West 3rd Street, Ash-

United Industrial Workers

for UIW members are scheduled

each month at 7 PM in various

ports. The next meetings will be:

Baltimore April 7

Philadelphia April 8

port News.

† Meeting held at Labor Temple, Sault Ste. Marie, Mich.

I Meeting held at Galveston wharves.

Meetings held at Labor Temple, New

Regular membership meetings

Sandusky, Ohio),

tabula, Ohio).

ing is the schedule for March:

Great Lakes SIU Meetings

All ports will be opened March 1. Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit, where meetings are held at 2 PM. The next meetings will be:

Detroit March 16-2PM Alpena, Buffale, Chicago, Cleveland, Duluth, Frankfort, March 16-7 PM

t & t

SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The next meetings will be:

Philadelphia April 7-5 PM Baltimore (licensed and unlicensed)...April 8-5 PM Houston March 9-5 PM Norfolk April 9-7 PM N'Orleans March 10-5 PM Mobile March 11-5 PM * * *

RAILWAY MARINE REGION

Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The following is the schedule for March:

Jersey City March	9
Philadelphia March	10
Baltimore March	111
*Norfolk March	12

* * * GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are



DOES YOUR CONGRESSMAN KNOW WHERE YOU STAND ON MEDICARE ? WRITE HIM TODAY - AT THE SENATE OFFICE BLDG., OR HOUSE OFFICE BLDG.. WASHINGTON, D.C.

Welcome Mat



SIU boatman James Gallager dishes out some good cheer aboard the cruise boat Port Welcome in Baltimore. The Port Welcome services charter parties and tour groups throughout the Baltimore-Chesapeake Bay area.

US Worker Job Injury **Total Rises**

WASHINGTON-Disabling work injuries in the United States rose to 2,020,000 in 1963, after holding below the 2-million level for 10 years, according to a preliminary estimate prepared by the US Department of Labor and the National Safety Council.

The total was 1.5 percent over the 1962 level, practically identical with the rate of increase in the employed civilian labor force. Fatalities, however, were up 3.6 percent, from 13,700 to 14,200.

Over the long-term, however, the trend has been more favorable. In 1963 the employed labor force was more than 10 percent greater than in 1953, but disabling injuries were up only 1 percent.

In addition to the 14,200 deaths, approximately 84,800 injuries resulted in some permanent impairment, ranging from the partial loss of the use of a finger or toe to the complete inability to work at any gainful employment.

The majority of the injuries, 1,921,000, were temporary disabilities with no permanent impair-

Directory of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

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Know Your Rights

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 the membership. All Union records are available at SIU beadquarters

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

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, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1830, New York 4, N.Y.

Full copies of contracts as referred to are available to you at all times, wither 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 patroluan or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

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

PAYMENT OF MONIES. No monies are to be pald 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. 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 reported to headquarters.

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, cic., as well as all other details, then the member so affected should immediately notify headquarters.

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 dealed the equal rights to which he is entitled, he should notify

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hell at headquarters by certified mail, return receipt requested.

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The Case for Domestic Shipping

"Prior to the outbreak of World War II, the part of US shipping that was engaged in the coastal and intercoastal trade was the largest segment of the US merchant marine. At that time, nearly 700 ships took part in the carriage of our deep-water domestic trade. Shortly after our entry into the war, practically all of this shipping, which at that time represented about 60 percent of our total ocean-carrying capability, was put into service, usually trans-ocean, directly supporting the war.

"With the domestic deep-water fleet engaged, world-wide, in supplying the Allied Armed Forces, the domestic trade which they formerly carried was absorbed by other modes of transportation. The domestic deep-water common carriers have never regained their former status. As of September 23, 1962, only 23 ships were engaged in intercoastal trade and only 2 companies were furnishing common carrier intercoastal service."

As part of a special 19-page Navy staff report submitted by Vice-Admiral John Sylvester, USN, the Deputy Chief of Naval Operations (Logistics), in a presentation for the Senate Commerce Committee less than a year ago, the above citation tells graphically of the decline of the US-flag domestic shipping fleet over the past 25 years.

In reviewing the status of the domestic segment of American shipping for the Senate study group last year, Adm. Sylvester was also in a position to make the following statement:

"Ships engaged in coastal and intercoastal trade occupy a particularly significant position relative to the emergency use of transportation. Ships in the coastwise trades are the most readily available for emergency usage of any ships in the United States merchant fleet."

While defense and national security considerations are only one part of the story on domestic shipping, those in a position to know and make US ship policy have long been aware of these facts.

Yet Federal Government spokesmen continue to offer proposals short of full-scale Federal support for the domestic fleet and its needs.

Only a few weeks ago, the latest of such proposals was put before a Senate subcommittee considering legislation to recognize the problems of the domestic shipping fleet and its special role in handling US trade and in meeting US shipping needs. It amounted to another "stopgap" measure—another expedient—in a series of expedients that have failed over the past two decades to breath any life into the domestic shipping fleet.

The proposal, as outlined by a Commerce Department spokesman, was to withdraw old tonnage from the reserve fleet on a trade-in basis, so that some of the remaining domestic operators might upgrade their fleets. As a long-range solution, it fell flat.

Trade-ins and conversions, as the domestic shipping industry has demonstrated on its own for several years, can provide some new tonnage. The largest single innovation in the carriage of large volumes of water-borne cargo during the past ten years has come from innovators like SIU-contracted Sea-Land Service and Seatrain Lines, which with Calmar Line account for virtually all of the common carrier tonnage in the US domestic trade today.

The change from "lift-on" cargo container operations with shore-based equipment to "lift-on/lift-off" service through self-contained shipboard cranes has made possible a revolution in domestic shipping methods. But the companies can hardly compete

with giants like the railroads.

This is the "other mode of transportation" that was able to gobble up the trade lost to ships in domestic service during the war, and which has resorted to every trick available since 1945 to keep the traffic gains scooped up as a wartime windfall. Ships, of course, lacked the protective advantages of inland routes. They also lacked the vast capital available to the railroad companies that enabled them to start on a campaign of selective rate-cutting right after the war and even absorb out-of-pocket financial losses wherever they met with water competition for traffic.

Selective rate-cutting has been the chief



weapon of the railroads in their fight against domestic shipping, whether offshore, inland or on the Great Lakes.

Their chief support in this campaign has come from the Interstate Commerce Commission, which has generally backed the railroad position.

Selective rate-cutting operates in a simple manner: If there is water competition on a particular route, as between ports, the roads will reduce rates between these locations, often to less than the out-of-pocket cost. Then, where water competition is non-existent, rates suddenly climb, even if the actual run is shorter.

Some authorities have attributed much of the loss by the railroads in passenger revenue to the fact that the balance-sheets for passenger operations bear some of the hidden costs of selective rate-cutting in freight operations.

Since the ICC has long been a railroadoriented agency, drawing many of its staffers from the railroads, and often serving as a springboard to higher railroad jobs for departing staff members, its sympathies have seldom been with the water carriers,

As far back as three years ago, upholding the long-time position of the SIU and other maritime unions, the late President Kennedy denounced what he called "unrestrained and destructive competition guided by private interests" as being responsible for the "withering away" of the intercoastal and coastwise shipping services, as well as shipping on the Lakes and inland waterways.

In a message sent to Congress calling for the overhaul of the various regulatory agencies, the President implied that the railroads were responsible for the situation. He cited the report of a Senate Commerce Subcommittee which was highly critical of the role of the railroads in the decline of domestic shipping.

A subsequent report submitted to the President called for drastic overhaul of the ICC. It noted cumbersome hearing procedures and delays in acting on rate cases that still continue to this day. Shipping companies have often complained that even though they might win a case involving a rate protest, the procedure takes so long that the ship operator suffers serious losses in the process.

The situation involving the ICC still remains substantially the same three years later. Not one ICC commissioner represents a shipping viewpoint.

And the railroads continue to make power grabs designed to kill off the remaining segment of domestic shipping, either through agency or legislative action.

This has reduced the number of ships in the offshore, dry cargo US domestic trade to 104, of which the privately-owned vessels amount to 93, according to Government figures given in Senate testimony less than a month ago. Of these, but 5 vessels were built after World War II (1945), 7 were built prior to World War II, and 81 were war-built vessels.

On the Great Lakes, according to the same testimony, the average age of the bulk carriers representing 97 percent of the Lakes fleet is 43 years. Sixty percent of them were built prior to 1920.

These are the reasons advanced for outright, full-scale Government assistance to the domestic shipping fleet through a formal assistance program. Such a program would provide the impetus for new companies to come into the trade, and also would recognize the vital role of the domestic fleet cited by Adm. Sylvester.

It would remedy an obvious deficiency in the Merchant Marine Act of 1936, which restricts Federal assistance to selective types of US vessels engaged in foreign commerce by pointing to their importance in trade and as a national defense auxiliary, and then completely overlooks the clearly unique position of domestic shipping in both areas.

As Adm. Sylvester noted in his forthright presentation:

"At the onset of a major nuclear war, the domestic deep-water fleet would be uniquely fitted to act as a link between our coastal cities during the period of likely disruption of systems of land transportation. A large percentage of the ships in domestic trade would be at sea at any given time and would therefore be most likely to escape damage. Their ability to provide communications and transportation between coastal cities during the period just after an attack could be highly important. Systems of land transportation in the United States are especially vulnerable at many focal points. The ability of the domestic deep-water fleet to provide essential coastal and inter-coastal movements or priority material might well be crucial."